RAILROAD

MAGAZINE

JANUARY, 1966

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by R.T. Roberts

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Photo by David R. Conner

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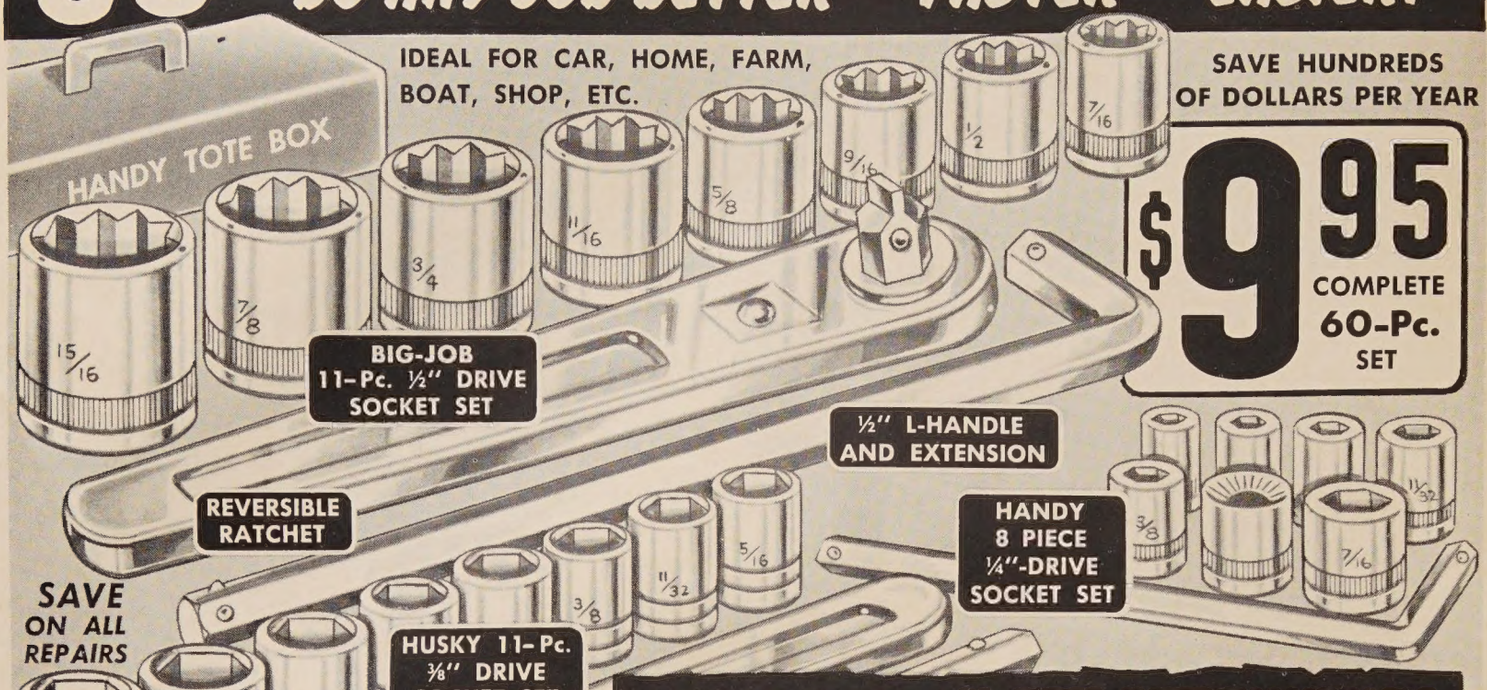
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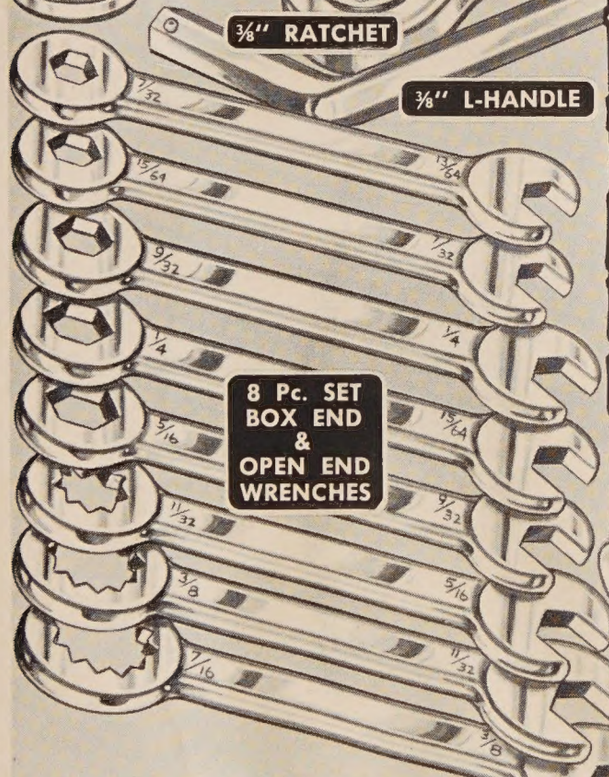

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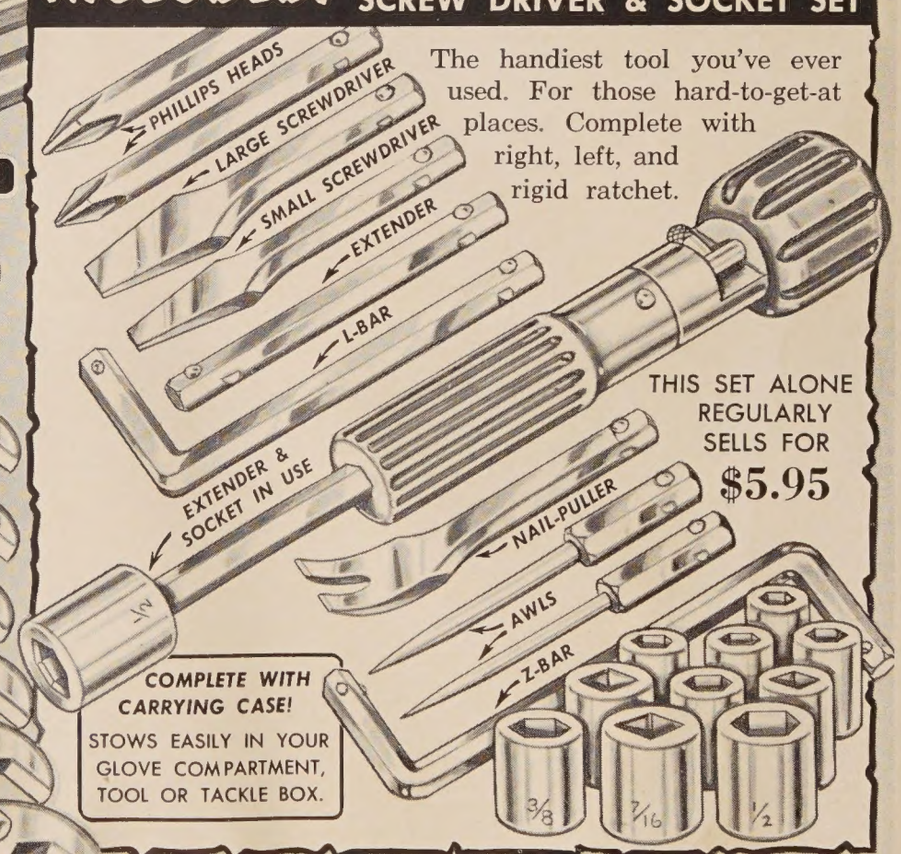

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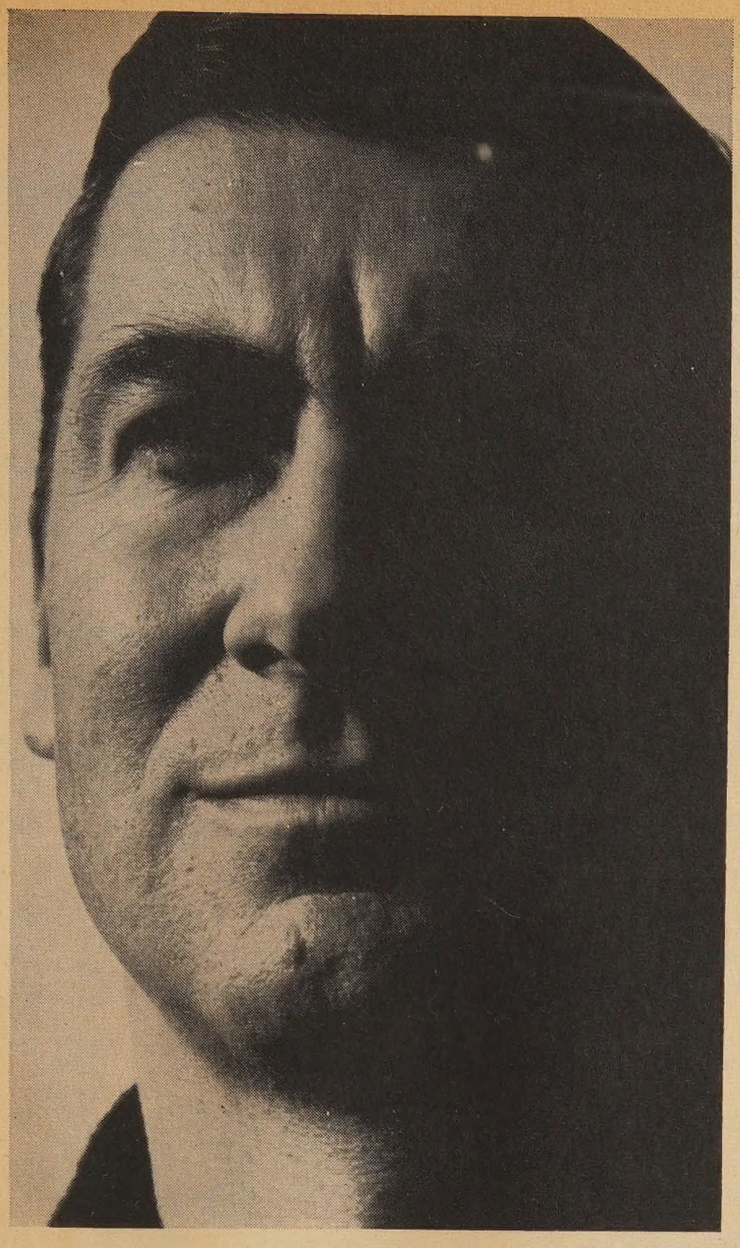

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Erie 3208 was snowbound one mile west of Batavia, N.Y., from March 3 to 8, 1947. She had set out from Buffalo for Rochester with No. 7, a passenger train, but was blocked by worst storm in 50 years.
Photo by Harold A. Craig

Next issue out around December 2nd

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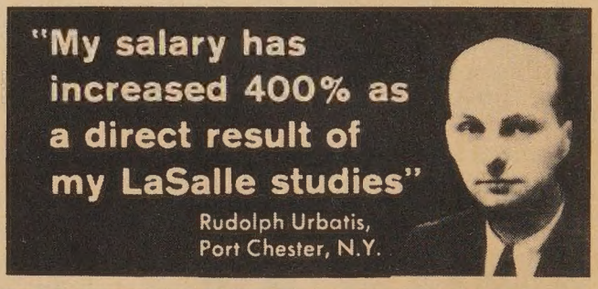

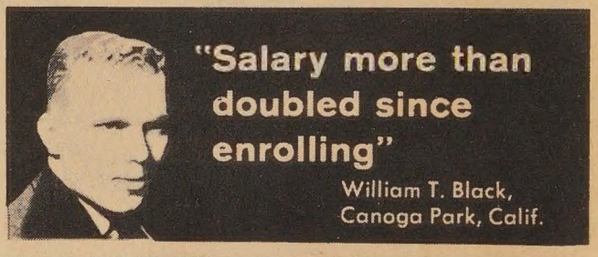

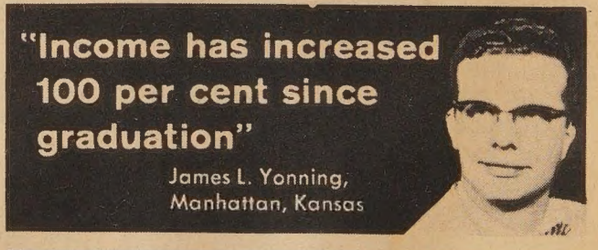

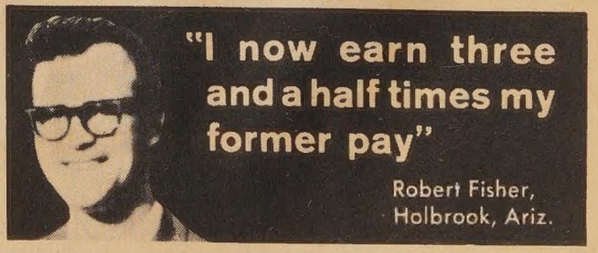

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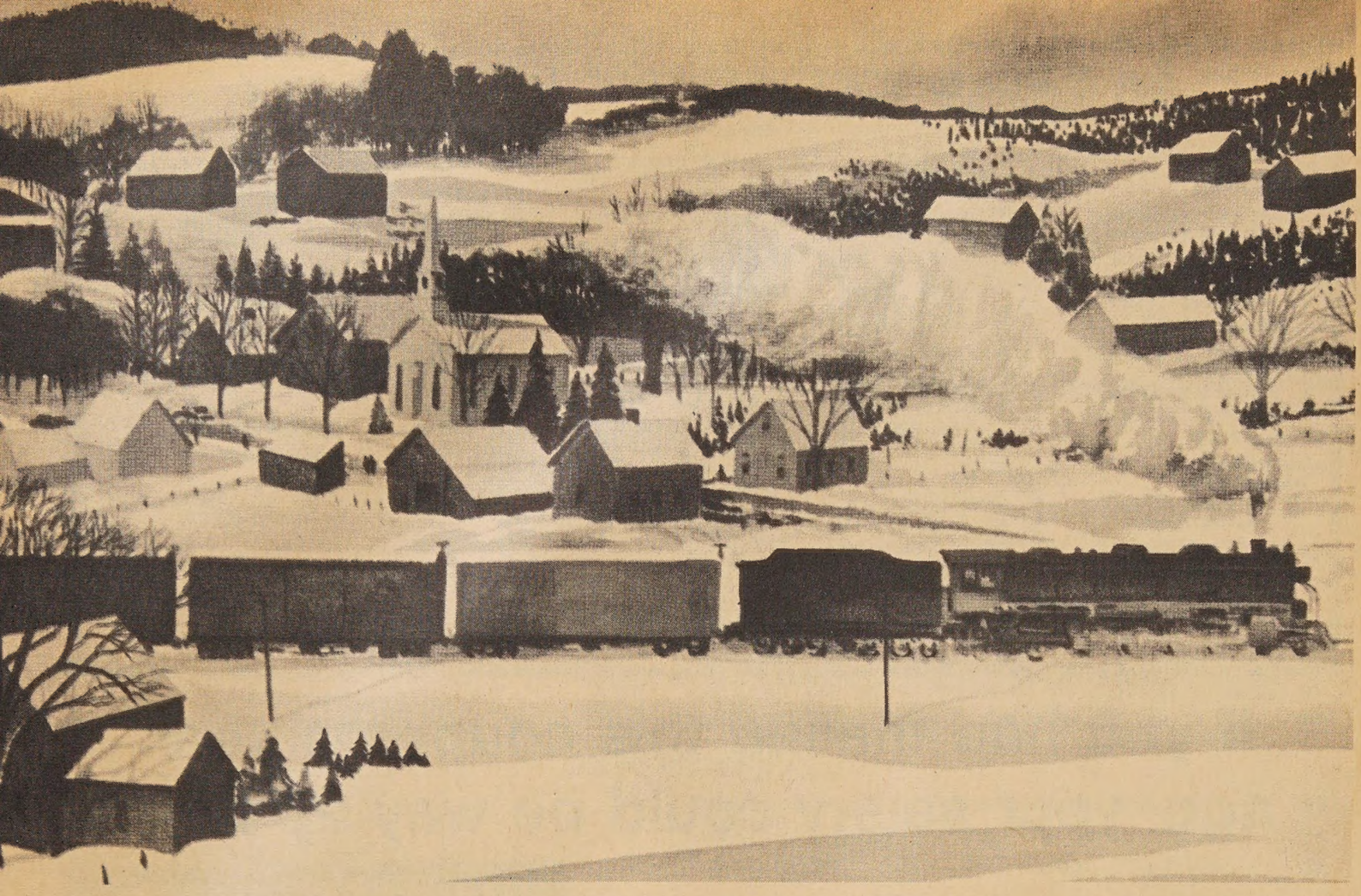


Good railway Christmas cards are scarce. Before painting this one (7½x6", full color), railfan John Rogers rode steam shortlines. A box of 25 of these cards with envelopes may be had by sending $6.50 to the artist at Box 201, Elmont, N.Y.

THE MAIL CAR

where editors and readers meet

FIVE days before Christmas, 1955, mercury at the Baltimore & Ohio enginehouse in Galeton, Pa., fell to 5 below zero. Not only did the boiler feed pipes have to be thawed out before trains could move but other valves, lines, motors, etc., had to be heated so they could work.

The turntable there is operated by air from the locomotive. The air motor had to be thawed out that day and valves warmed on the locomotive as well as the turntable motor. This is necessary in cold climates where a locomotive, steam or diesel, stands outside all night. In Colorado, such a practice is followed on diesel units of the Yampa Valley Mail at Craig. On extremely cold nights, waste fires burn underneath the units all night long especially at cold vulnerable points. Sometimes the D&RGWs' narrow-gage steam locos suffer freeze-ups of valves and pumps that must be thawed out.

Scenes such as the one shown on our front cover are seldom photographed by fans who, for the most part, avoid acute personal discomfort. The cover shot was made by rugged David R. Connor, 28 Maple St., Addison, N.Y. 14801. It is one of the many thousands of railroad subjects available as full-color slides from the company known as 35 Slides, situated at Box 368, Green Mountain Falls, Colo., which owns the reproduction rights to Dave's photos. The company's proprietor, Paul F. Garde, is featured this month in our series of *Interesting Railfans.*

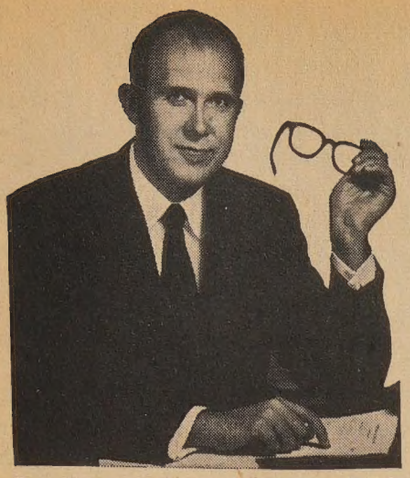
Paul says of Dave Connor: "His output is the most picturesque I've ever seen in this field—and I have scrutinized thousands of steam and diesel shots submitted by hundreds of fans. Dave works for his effects by enduring frigid weather, risky country back roads, and the dust and heat of summer, often scrambling through brambles and thorns or climbing trees or poles to get desired shots. Sometimes he drives many miles and waits for hours on location."

Dave is meticulous about data such as engine numbers and types, locations to the tenth of a mile on a main or branch line, and in pointing out the interesting feature of each shot he makes. The engine pictured on our cover is B&O 3134 (2-8-0), Class E-6c, coal-fired by hand and with power reverse gear. Next month's cover will show another dramatic winter scene, that one made by Paul Garde. ●

NEWS FLASHES. An intensive drive has been launched to attract more passengers to the Vista-dome *California Zephyr* during winter months and thus keep this streamliner in service. It is operated by three roads, the Burlington, the Rio Grande, and the Western Pacific. "In the final analysis," says one official, "whether or not the train is permitted to carry mail will probably determine the longevity of its operation."

The Washington State Utilities and Transportation Commission has imposed a $1,700 penalty against the Milwaukee Road for violating the state's full train crew law. The commission said the company operated trains between Opportunity and the Washington-Idaho line with short train crews. ●

FIRST AND LAST. Edward M. Langemo, then a nine-year-old farm boy, boarded a Chicago Great Western train at his home town of Kenyon, Minn. Rails had just been laid and that



Don Bolander, M.A., University of Chicago; B.S., Northwestern University; Director of Career Institute; authority on adult education.

Shamed by your English?

You can soon speak and write like a college graduate if you let me help you for 15 minutes a day.

LET'S BE FRANK

If you've ever been shamed by a mistake in English, maybe I can save you from years of disappointment.

You see, none of us will ever go any farther than our ability to speak and write will let us go.

I have met countless numbers of intelligent men and women who are being held back in their jobs and social lives—often without knowing it—because they couldn't express themselves fully and easily.

What About You?

Could *you* get ahead faster with a command of good English? Just ask yourself these questions:

Even with all your ability and ambition, how long has it been since you had a promotion?

Even with all you have to offer, when people get together at work or at parties, are you the one they listen to?

Be Honest with Yourself

If people are not impressed by the way you speak and write—and, if you're honest enough with yourself to admit it—you have already taken the first big step to success.

The Next Step Is Easy

You can master good English *without going back to school.* Over the years I have helped thousands of men and women to stop making embarrassing mistakes in English, increase their vocabularies, and become interesting conversationalists—*right in their own homes.*

Here's What to Do

I can help you, too, if you will give 15 minutes a day to the Career Institute Method of mastering good English. My answers to the following questions will show you how quickly and easily you can stop being ashamed of your English, and *do* something about getting ahead.

Question *What is so important about my ability to speak and write?*

Answer People judge you by the way you speak and write. Good English is absolutely necessary for making a good impression and getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What does a "command of good English" mean?*

Answer It means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read.

Question *Are there other advantages to be gained by acquiring a command of good English?*

Answer Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

Question *Wouldn't I have to go back to school for a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home—in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The unique Career Institute Method quickly shows you how to stop making embarrassing mistakes, gain a colorful vocabulary, write clearly and well, and discover the "secrets" of interesting conversation.

Question *How do I know it works?*

Answer There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

Question *How long will it take me to learn to speak and write like a college graduate, using your method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question *How can I find out more about the Career Institute Method?*

Answer I will gladly mail you a free 32-page booklet which explains the new easy-to-follow Career Institute Method and tells how you can master good English quickly and enjoyably at home. Send coupon, card, or letter today to Career Institute, 30 E. Adams, Chicago, Illinois 60603. No salesman will call.

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Please mail to me, without obligation, a free copy of your 32-page booklet,
HOW TO GAIN A COMMAND OF GOOD ENGLISH.

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If 18 or under, check here for special booklet. ☐

Edward M. Langemo at Kenyon station.
Photo by Harold Severson.

was the first passenger train to use them.

The ride was given to Ed because he had helped a former Minnesota governor, William R. Marshall, to sell stock in the new railroad. Ed's father, Peter Langemo, a former state legislator, was busy with the grain harvest when Mr. Marshall called on him at the farm for assistance in selling the stock.

"Ed will drive you around the countryside," he said; and that is exactly what the boy did — with the Langemo horse and buggy. The ex-governor was so successful, thanks partly to Ed, that he promised the young fellow a ride in the first passenger train. When the great day arrived, he climbed down from a passenger coach onto the Kenyon station platform and asked, "Where's the Langemo boy?"

"Here I am," Ed spoke up eagerly; and the very first train trip of his young life was a 60-mile round trip to St. Paul. That was Sept. 23, 1885.

Eighty years later, when Edward M. Langemo was 89 years old and a retired manufacturer of threshing machines living in Minneapolis, he returned to his old home town for a sentimental journey Sept. 30, 1965, the last trip of a passenger train on the Great Western Railway. The ICC had authorized the road to discontinue passenger service. Ed showed up for the end just as he had done for the beginning, and his mind was filled with memories of long, long ago. So says Harold Severson, Box 91, Kenyon, Minn., who sent us this item. ●

FREIGHT CARS. America's railways are spending millions for new and bigger freight cars and backing up this spending with sweeping service improvements in order to assure an adequate freight car supply for the nation's shippers, according to Frank J. Conrad, vice president-traffic of the Missouri Pacific. The nation's railroad fleet now includes 1,800,000 freight cars, enough to form a solid train 15,000 miles long, says Mr. Conrad. Over a million of these cars have gone into service since World War II.

The Pennsy has ordered 250 center-flow type covered hopper cars of 100-ton capacity to replace boxcars for grain shipments moving in unit trains and multiple-car lots. Also, it has added a 16th train to its TrucTrain (piggyback) fleet: a new service between Washington and New York, with stops en route. Pennsy TrucTrains now reach 33 major terminals and serve 1,500 communities.

Louisville & Nashville is buying 1,000 new open-type hoppers and 45 new high-cube capacity boxcars and is rebuilding 1,800 coal hoppers. Total cost, $21 million. ●

WHEEL-SLIPPING. "Many years ago I was working on the old Erie & Wyoming Valley (now part of the Erie-Lackawanna), between Avoca, Scranton, and Hawley, Pa.," recalls C. E. Collins, Dunmore, Pa. "At that time we had a Baldwin 4-4-0 passenger engine which had been working perfectly for several years. One day, however, the right main driving wheel fell off, making it necessary to have a new axle applied. After this was done, hoggers complained that the engine slipped badly when running shut off on slippery rails, but the master mechanic found nothing wrong with her.

"The engine was not put in regular service but was used as a spare. One day I got her on the pay train, and on account of the engine's reputation I was watching for the trouble to occur. Leaving West Junction for Avoca, the grade is about one percent descending, and one day the rails were wet.

"After shutting the throttle, I experienced several cases of the apparent slipping. I found this could be stopped by opening the throttle, for in watching the wheels I could not see any signs of their revolving rapidly as in slipping. There did seem to be, however, a sort of stuttering action when rods were passing centers, and on my arrival at Avoca, I found all the set screws in the eccentrics loose from the peculiar shaking.

"On my return to the terminal, I took the matter up with the master mechanic. I said there was something wrong with the engine. I believed that the wheels were 'out of quarter' and that in putting them on the new axle this mistake had occurred. That is, the crank pins were not exactly one-quarter apart, causing the side rods to give trouble in passing center.

"The master mechanic took the 4-4-0 into the shop and found that the wheels were, indeed out of quarter. He took one of them off the axle and reapplied it exactly in quarter, and no further trouble was experienced after that.

"Since then, I have heard of other such cases, and each time the engines were found to be out of quarter." ●

We extend sympathy to an old friend, Albert C. Kalmbach, the publisher of *Trains* and other magazines, on the death of his wife, the former Miss Polly Gaenslen, last October 15th. She was a lovely, gracious lady and many people miss her. Picture shows Mr. and Mrs. Kalmbach shortly after their marriage on January 21, 1961.

PERSONALITIES. A cog-railroad ride to the top of Pike's Peak in Colorado on a clear June day 72 years ago inspired Katherine Lee Bates, a Congregationalist minister's daughter (1876-1929), to write *America the Beautiful.* This now-famous song was first printed July 4, 1895, in *The Congregationalist.* Many people think it should be our national anthem. Bob Richardson should sell hi-fi records and sheet music of it in his Colorado Railroad Museum at Golden.

"I handled the first passenger train over the new grade on the west side of Soldier's Summit in Utah after the grade was reduced from 4 to 2 per-

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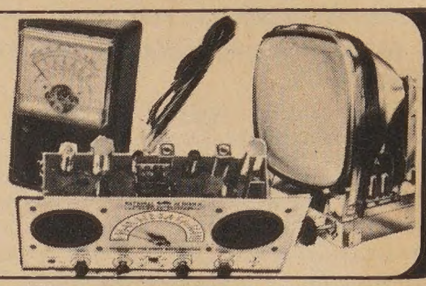

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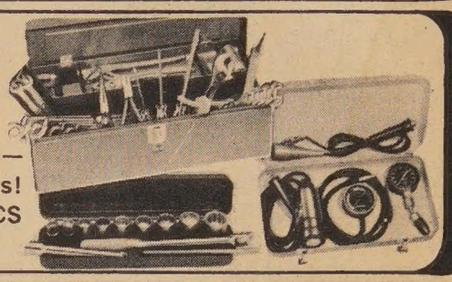

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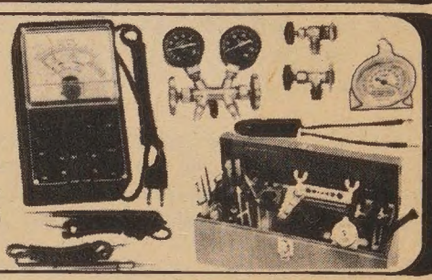

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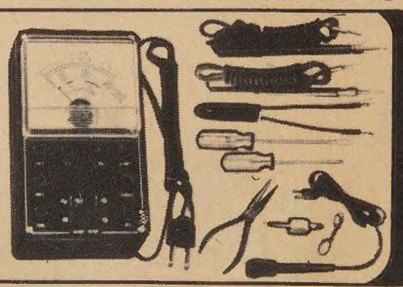

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cent," writes Frank W. Wonnacott, Denver & Rio Grande Western engineer, 216 N. First St. W., Salt Lake City, Utah. He began firing in 1905, moved over to the right-hand side in 1909, and was running a shop engine when retirement overtook him in 1953.

An East German bee-keeper gave police this explanation for riding on a train without pants: He was taking a sample of his bees to a laboratory for examination. The bees escaped from the box and got into his pants. He took off the pants and waved them out of the train window to get rid of the bees. Just then another train passed and swept the pants away—and did the lady passengers blush!

Another embarrassed train-rider was Charles Le Calve, in France, who recently brought the Cherbourg-to-Paris train to a screeching halt by pulling the emergency cord while the express was moving at 75 miles per hour. Le Calve scrambled ahead to the locomotive. "Quick," he shouted, "Back to Lisieux—I got on the wrong train! Put it in reverse."

Women outnumber men as Pennsylvania Railroad stockholders, but they own fewer shares. A total of 39,605 women hold 1,845,664 shares, while 38,092 men own 2,807,244 shares. The Pennsy has paid a dividend in every one of its 119 years.

Looking back over the years, Charles Lafayette Richbourg, 1111 Guernsey Ave., Orlando, Fla., recalls that he began railroading in 1898 in the Yellow River Railroad shops at Laurel Hill, Fla., at $30 a month. In 1899 he went firing on the same road, which later became part of the Louisville & Nashville. As a hogger, he handled a special train for President F. D. Roosevelt from Pensacola, Fla., to Flomaton, Ala., in 1938, Eleven years later he retired. Now 82, he has been a member of the Brotherhood of Locomotive Engineers since 1914.

To encourage courtesy and efficiency on the part of its passenger conductors and brakemen, the Reading asks its passengers to vote each month on the one who best deserves the title "Reading Ambassador of the Month." Each winner gets a $50 U.S. Savings Bond and letter of commendation and will be entered in the annual contest for "Reading Ambassador of the Year," with a $100 bond.

William B. Given, Jr., former president of American Brake Shoe Co., has written a book entitled *How to Manage People*, based on his 50 years of experience in a business closely allied to railroading.

"What happened to A. Van Gytenbeek, a Paterson, N.J., manufacturer of desk paperweight models of steam locomotives?" asks Alfred C. Dietrich, 94-08 214th St., Queens Village, N.Y.

Hugh Robas, age 62, of Tappington Lane, Brookville, N.Y., is commuter No. 1 of the largest commuter railroad on this continent meaning the Long Island. He began taking the LIRR to New York City in 1905, the year before *Railroad Magazine* was founded, and he's missed mighty few weekdays since.

"When I started firing on the Southern Pacific in 1912, at Houston, my pay was 25 cents an hour," says James L. Gregory, retired engineer, a native of Chapel Hill, Texas. "Sometimes I worked 16 hours straight through for just four dollars!" ●

EXCERPTS from an ancient rule book of the Atlantic, Gulf & West Indies Transit (now part of the Seaboard Air Lines), dated June 13, 1858, have come to us from "Frog" Smith, retired logging engineer and author, 219 Hubbard St., North Fort Myers, Fla. Here are six rules. Note that No. 15 is a predecessor of the famous Rule G.

Rule 8. **As a general rule, when trains meet between stations, the train nearest to a turn-out will back to the turn-out, and any dispute as to which train shall return is to be determined at once by the Conductors without any interference by the enginemen. This rule is required to apply in favor of the heaviest-loaded engine or worst grade if they meet near the center.**

Rule 11. **Overseers must not strike a negro laborer with any other weapon than a switch, except in defense of their person. When a negro requires correction, his hands must be tied by the overseer and he will whip him with an ordinary switch, or leather strap, not exceeding 39 lashes at one time, or more than 60 in one day or for one offense, unless ordered to do so by the supervisor and in his presence.**

Rule 13. **Should a train run off, or for any reason be stopped on the track at night, the red light must be instantly sent back to a safe distance to stop a train approaching from the rear, and the green light will in like manner be sent forward to stop a train approaching the front, and at that point a fire must be built in the middle of the track, and a train hand stationed there who shall keep the fire and the green or red light burning.**

Rule 15. **The use of intoxicating drinks by employees on road is positively prohibited. Any overseer or other employee who keeps it in his shanty or on the work, or uses it in any way than when prescribed by a physician as medicine, or allows his negroes to keep or use it in the shanty or on the work, will be fined and discharged.**

Rule 17. **The fireman will in all cases assist in putting in and taking out baggage and all other work which may be required by the conductor in charge.**

Rule 19. **No negro will be allowed to bring or to have at the shanty any fresh meat or poultry unless the overseer is satisfied that he or she came by it honestly.** ●

Dave Bunge, 1421 Cardwell Sq. S., Columbus, Ohio 43224

After 50-plus years of service, Pennsy cabin car (caboose) 982131 was sold to the National Association of Railway Business Women, which dolled it up and donated it to the Ohio Railway Museum at Worthington, with ceremony shown here.

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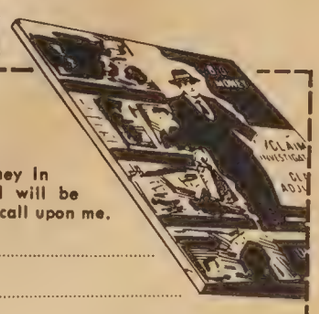

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This policy is sold only by mail. Benefits are paid in all states and you have the same rights you would receive if the policy were purchased from a trusted friend in your own home town. As thousands of others have done, you too can depend on the integrity of Service Life of Omaha, domiciled in the state of Nebraska since 1923, serving the 50 states and carrying full legal reserves for the protection of its policyholders everywhere.

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There are no penalties or assessments for the number of times you are hospitalized. You are paid for each covered confinement. Pre-existing conditions stated in your application and not excluded are covered after your policy has been in force for three years.

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EACH PERSON	Monthly
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Age 18 to 39	2.00
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Full Name of Applicant _____ Sex _____

Address _____ Date of Birth _____

City _____ Zone _____ State _____

Occupation _____ Height _____ Weight _____

ONE POLICY MAY INCLUDE AS MANY AS ARE IN THE FAMILY (Policy for 1 person may be issued to adults only). (Please print full names of members whom you wish included in this policy)

	FIRST NAME • MIDDLE NAME • LAST NAME	DATE OF BIRTH MO.	DAY	YR.	HEIGHT	WEIGHT	SEX
1.							
2.							
3.							
4.							
5.							

1. Are you and all persons named herein now in good health and free from any physical defects or deformities to the best of your knowledge? _____

2. Have you or any other person named herein during the last five years had any medical or surgical advice or treatment or any other departure from good health? Yes _____ No _____ If the answer is yes, please give details _____

3. What other Hospital insurance do you carry? _____

I have read the foregoing questions and I represent and affirm each answer to be true. I agree to accept the policy that may be issued upon this application. I also agree that the company shall not be liable for payment of any benefits upon sickness, disease, or injury, arising prior to the date of acceptance of this application except as provided in the policy. I reserve the right to return the policy within 10 days and receive my money back if I should decide not to continue it.

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SIGNATURE _____

(Applicant) Head of the Family or Individual Applying Be Sure to Sign

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Photos of the Month

Heavy snow on Northern Pacific main line in the Cascades: picture was taken from Vista Dome of *North Coast Limited.*
Northern Pacific Railway photograph

Old funeral streetcar *Descanso* from the Los Angeles Railway, now owned by Pacific Railroad Society and located for 25 years at Summit, Calif., is used by members watching trains of UP and Santa Fe crest Cajon Pass.

Chard Walker
c/o Santa Fe Ry.
Summit, Calif. 92387

Southern Pacific's northbound *Lark* will leave Los Angeles Union Terminal after the departure of two sections of SP's *Sunset* and two sections of the neighboring Santa Fe's *Super Chief*.
David Lustig, 6708 Mammoth Ave., Van Nuys, Calif.

William E. Warden, Jr., 1216 Shamrock Lane, Waynesboro, Va.

Virginia Blue Ridge's 0-6-0 No. 7 jockeys a freight car onto the scale platform at Tye River, Virginia (March, 1962).

En route to their Idaho roundup aboard Northern Pacific special trains, the Girl Scouts amused themselves in various ways, two of which are shown here.
Northern Pacific Railway photographs

Shot of Santa Fe extras passing on Tehachapi Loop in California was made by our contributing editor H. L. Kelso.

We wonder if any reader can guess on which railroad this photograph was taken. We'll tell you in our next issue.

Photo run south of St. Albans, Vt., on Branford Electric Railway Association trip with Canadian National loco 6218.
William V. Zikias, Jr. (New Haven conductor), 76 Connecticut Ave., Greenwich, Conn., 06830

Baltimore & Ohio Railroad photograph

Baltimore & Ohio unit coal train rounds a snow-covered sharp curve in the mountains of West Virginia near Alta Vista.

TIME BEGAN AT KIPTON

A wreck that occurred there in 1891 led to the adoption of dependable railroad time

by PENCE JAMES

DEPENDABLE railroad time really began at Kipton, Ohio, on April 18, 1891. But the engineer of a westbound local on the Lake Shore & Michigan Southern who was indirectly responsible for it didn't know that this was his last run nor that it would make history.

Prior to the adoption of Standard Time, the only "time" that existed in the United States was local or sun time, based on the transit of the sun across the meridian. Many a city and town had its own time, "city hall time," and each railroad adopted the time of its home city or some other big city on its line.

Just how many local times there were is not known, but the extent of confusion is shown by the fact that Wisconsin had 38 different local times, Illinois 27, and Indiana 23. Prior to 1883, the nation's railroads were operating on as many as 100 different times! In one large Eastern city there were actually six varying time standards governing arrivals and departures of trains. A traveler going from Maine to California would have to change his watch dozens of times.

When it was noon in Chicago it was 12:31 in Pittsburgh, 12:24 in Cleveland, 12:17 in Toledo, 12:13 in Cincinnati, 12:09 in Louisville, 12:07 in Indianapolis, 11:50 in St. Louis, 11:48 in Dubuque, 11:41 in St. Paul, and 11:27 in Omaha.

Standard Time was adopted largely through the efforts of William F. Allen, who was editor and manager of what is now *The Official Guide of the Railways*. The date, Sunday, Nov. 18, 1883, became known as "the day of two noons." The eastern part of each of the four time zones had a noon based on sun time. Then, when clocks and watches were set back from one to 30 minutes in accordance with the plan, there was a second noon, the reaching of the new Standard Time 12 o'clock.

It was not until March 19, 1918, however, that the change was made official with the passage by Congress of the Standard Time Act.

Although splitting the country into time belts was a good idea, it didn't completely solve the problem, because there weren't enough watches and clocks that run accurately. In the early 1890's the number of train wrecks was increasing. Many could be traced to time mixups, which was one reason why a large segment of the public rejected railroad time.

"If two trains on a single railroad can't agree on the time, why should we be governed by their system?" was a natural question.

THE ACCOMMODATION train which headed for Kipton that fateful April day in 1891 consisted of an eight-wheeler puffing smoke and two wooden-bodied, open-ended coaches. It was chuffing along from Cleveland station by station. Still miles away but rushing toward it on the same track was eastbound No. 4, the Fast Mail, pride of the Lake Shore. Both trains had orders to meet at Kipton, a village about 35 miles from Cleveland, the local taking siding, of course, while the hotshot roared straight on through.

At Elyria a cautious telegraph operator warned the local's conductor: "You'd better make that siding in time. Number 4 is highballing like hell."

The skipper, blue-uniformed and self-confident, shrugged. "You tend to your business and I'll tend to mine." When they arrived at Oberlin, he and the engineer stood side by side on the station platform. The hogger fished out his watch, a large, stem-winding, open-faced ticker attached to a gold chain; and the conductor asked, without consulting his own watch, "How much time have we got?"

"Seven minutes," said the engineer.

"Okay, hogger, let's go!"

It was only four and a fraction miles to Kipton. Covering that distance in seven minutes should be a cinch. The engineer released his brakes, tooted his whistle, and opened his throttle to medium speed. At forty miles an hour he could reach Kipton with a full minute to spare.

But he didn't have that minute. In fact, he had four minutes less than he thought. His watch had unaccountably stopped for that period back somewhere along the route and then started again. The Fast Mail was on time, and the result was a tragic "cornfield meet" east of Kipton. Number 4 at full speed slammed into the local, which hadn't quite reached the passing track. Later, when the wrecking crew came up, they took the dead bodies of both engineers and nine mail clerks from the twisted, steaming wreckage. They also recovered the watch from the pocket of the hogger on the local. It was still running—four minutes slow!

One of the experts who testified at the investigation which followed was Webb C. Ball, a Cleveland watch specialist. Ball's testimony stressed the need for accurate timepieces. Later he offered the Lake Shore superintendent a plan for establishing dependable work time on the railroad.

Thirty Burlington locomotives were lined up in the yards at Creston, Iowa, on Sunday, November 18, 1883. Their engineers waited until 12 o'clock noon. Then they all yanked their whistle cords in a noisy salute to the adoption of Standard Time.
Photo by Chicago, Burlington & Quincy Railroad

The super agreed and authorized him to inspect the timepieces of every operating employee on the road. Peeking into cabooses, the Cleveland man saw conductors using dollar alarm clocks to operate trains. Investigating passenger service, he found many conductors and engineers carrying cheap watches they had received as premiums when buying suits of clothes. Trains on main lines and branches were being run by these "turnips." Ball's checkup on the dispatchers' offices revealed wall clocks that hadn't been cleaned or regulated for many years.

Prior to this inspection, most railroad officials had thought that nothing could be done about mistakes in minutes. They realized that time was a vital factor in railroading but how to control it wasn't much more than a subject for conversation. In order to give crews a better chance, some roads ran trains in such a way that each had five minutes' leeway. In other words, a train arriving five minutes late was still on time. This system undoubtedly saved lives and kept some engines from the junk pile, but it was still a long way from modern operation.

Ball told the Lake Shore super that time errors were unnecessary and he predicted that one day railroad watches would be just about as accurate as the stars and that if an engineer's watch allowed a minute and a half to make a meet it would mean just what it said. He promptly hired expert watch repairers, stationed them along the road, and gave them the title of time inspectors. An order went out that engineers, firemen, conductors, flagmen, and dispatchers had to consult one of those inspectors every two weeks. No watch could vary more than 30 seconds in the two-week period.

When Ball had his time-inspection scheme working smoothly on the LS&MS other roads drafted him to regulate their clocks and watches. One line summoned him immediately after a wreck which had cost 40 lives. Webb Ball took the clock off the wall in operating headquarters of that road and estimated its age at 45 years. During that period, there was no record or recollection of it having ever been cleaned or regulated. Also, when the Cleveland man started checking watches, the engineers and conductors were arguing over what time it was.

On another "streak of rust" a smash-up had happened because an engineer leaving home that morning had said to his wife: "Darling, my watch won't run. Let me use yours." And he was running his train by the borrowed timepiece when it piled up.

THE INSPECTORS soon became little Caesars with absolute authority over railroaders' watches. They still are. If one of them says, "Sorry, but you can't run any more trains by that watch," then and there it is retired.

Eventually Ball found himself general time inspector for half the railroad mileage in the country. He formulated rules for timepieces. A railroad watch, he said, must have No. 16 size movement. This is a large movement, and all jewelers know that the bigger the watch the more accurate it can be made. Then he decided that if a watch didn't have 21 jewels it wasn't up to railroad standards. Jewels are the bearings for the moving parts and it takes 21 for peak efficiency. More than 21 aren't necessary, less aren't enough.

There was some grumbling by men who had to buy new and more expensive watches. But when they got onto the idea that the investment might save lives, they started to take great pride in their timepieces—a pride that has since become railroad tradition.

Later, Ball issued new edicts. He demanded watches adjusted to five positions so that even a fireman stooping and turning on his job could be sure his watch was running to within second accuracy. Because of the extreme heat and cold experienced in engines the Cleveland man specified that watches be adjusted to various temperatures so they would run accurately whether the railroad man was shivering or sweating.

A railroad watch couldn't have a

cover—it might stick shut. Besides, you can tell time more quickly when the watch or clock is open-faced. Also, on the snap-open cover style, the numeral "3" was under the stem at the place where "12" appears on open-face watches. This could confuse you at a quick glance. Figures had to be plain and black for easy reading.

Sometimes in winding a watch, you accidentally move the hands. This must-n't happen with a railroad watch, because a little thing like that might cause tragedy and thousands of dollars loss in property damage. So manufacturers had to devise a new mechanism, placing a set lever under the crystal. In order to reach it, the glass has to be unscrewed and removed. Ball decided that only American-made watches could be used, because he believed that American manufacturers were best able to meet all his requirements. He approved 37 different kinds of watches.

When railroad men at first became watch-conscious, a number of fancy-looking imports that came into the country stamped "21" jewels were actually 7 to 15 jewel movements. William H. Samelius, director of the Elgin Watch College in Elgin, Illinois, has some of these makes in his collection. They were given such names as "Fireman's Hope," "Brakeman's Promise," and "Railroad Special." Each was made of brass and polished to resemble gold. After they arrived in this country, additional jewels to make a total of 21 were pasted onto the movements. These watches were usually sold at auction and brought up to $150, but failed to pass railroad inspection and had to be discarded.

When watch inspection had proved its worth, the railroads wrote into the Standard Book of Rules that covered train operation all over North America some orders about standard time and watch inspection, and numbered them Rules 1 and 2. Today hostlers, train-order operators, signal operators, signal maintainers, linemen, track and bridge foremen, yardmen, yardmasters, flagmen, train dispatchers, a few minor officials and, of course, the engineers and conductors, must own approved railroad watches and bring them to an inspector every two weeks for a check.

They get little cards that resemble the ones used by patrons of public libraries to draw books. The dates stamped on these cards, however, don't refer to anything loaned. They mean that the man with the accurate watch isn't living on borrowed time. The time inspection service that Webb Ball organized long ago is still functioning. Several other reputable inspection services also check on railroad watches.

Every day standard time is transmitted from an observatory, and official clocks are regulated by these signals. Trainmen may compare their watches with these.

PRIOR to 1961, the use of wrist watches was forbidden in train operation because it was not believed that they could be made sufficiently accurate. But after John W. Barriger, then president of the Pittsburgh & Lake Erie, learned that such watches were used satisfactorily by both the U.S. Air Force and commercial airlines, he brought about their adoption on the P&LE.

Barriger said: "The wrist watch is far more convenient, since railroaders seldom wear vests any more, and trousers are more and more likely to come without watch pockets."

After discussing the matter with experts, Barriger laid down ten requirements for approval of any wrist watch for railroad use:

1. A 23-jewel movement.
2. The new balance wheel, Dura balance.
3. Unbreakable main spring.
4. Special stainless-steel case, indented top, easy to wind.
5. Shock-proof.
6. Water-proof.
7. Non-magnetic shield around the movement, inside case.
8. Non-magnetic steel dial.
9. Six adjustments, three of which are to be for position.
10. Movement stops when stem is pushed out for setting.

Other roads gradually followed his example, and today the use of wrist watches by train and engine crews, dispatchers, etc., is a common practice.

Today, with 65 roads approving, many railroaders are using electric wrist watches. Hamilton introduced the first one, battery-powered with a conventional movement, about six years ago. Another type, the Accutron, is manufactured by Bulova. It has a tiny cell that transmits power through a transistorized electric circuit to a tuning fork.

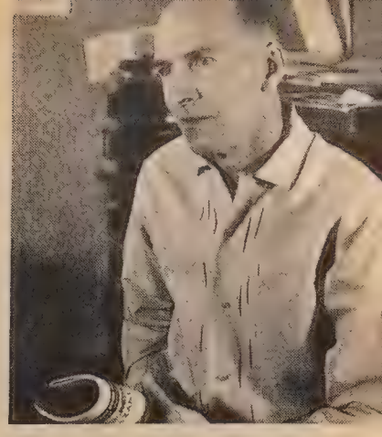
Railroad men have always been proud of their watches. You would be, too, if your job and human lives depended upon its accuracy. Thanks to railroad time-inspection service and timepieces that perform like the sun and the stars, the chances of a tragedy like the one at Kipton that April day in 1891 are about as remote as the possibility of your breaking out with a heat rash in Antarctica. ●

After 107 years of operation with pocket watches, the Southern Pacific now lets its train crews use wrist watches. Among the new approved models is the Accutron electric. SP conductor John Mullin compares his old pocket watch with the Accutron carried by one of his passengers, Miss Carol DeVito of San Francisco.

PAUL F. GARDE

Interesting Railfans No. 37

by Freeman Hubbard



Portrait of Paul F. Garde, the King of Slides

IF YOU ever get lost on a remote Colorado mountail train and see a partly bald six-footer with a camera in a cream-and-tan jeep chasing a train, holler out to him, "Hello, Paul!" He may stop or he may not, depending upon how eager he is to snap a certain picture.

Paul F. Garde is the third resident of Colorado to be written up in this series, following Otto Kuhler and Bob Richardson. He lives in Green Mountain Falls at Box 368, just across the road from the right-of-way of the old Colorado Midland (later Midland Terminal). Thousands of railfans know him, at least by correspondence, as the proprietor of "35 Slides," undoubtedly the world's largest business in slides picturing locomotives, trains, streetcars, and interurbans. He has taken maybe 60,000 photographs in color or black-and-white since the early thirties, most of them in the past twelve years, and these, with relatively few exceptions, are now available as slides.

Nearly 80,000 other slides in his gigantic stock were made from pictures bought, swapped, or copied from old brochures, cards, etc. These include a great many shots supplied by other photographers and other collections, used on royalty basis. (See page 6.)

"Right now," he says, "my wife and I are working on one collection of some 30,000 items, all in color!"

Paul was born April 15, 1909, in the railroad town of Jamestown, N. D., two blocks from the lignite-burning steam giants of the Northern Pacific and but half a block from the Midland Continental, which today is North Dakota's only surviving shortline. His father worked briefly for the NP as a brakeman during World War 1; and in July, 1927. Paul served the same road as a gandy dancer, helping to lay rails west of Dickinson, N.D., but only for three days.

The first railroad photo he ever made, as a kid, showed a Lionel train. To shoot that picture he used a magnesium flash powder that burned the living-room ceiling, for which his father walloped his backside. Besides photography in those days, Paul was interested in chemistry, drawing, and cartoons. Even today he can do some pretty fair painting on canvas.

His early home life was not very happy. After graduating from high school, he left home to work on the apple ranch owned by a traveling evangelist, the late William A. Sunday, near Hood River, Ore., not far from Lucius Beebe's present apple acreage. Billy Sunday was a big-league ballplayer who became a colorful preacher. For years he was immensely popular. Oldtimers recall seeing and hearing him speak in huge wooden tabernacles built especially for his revival services. He'd stand on top of the pulpit in shirt sleeves and shout: "If I had lived in the days of Napoleon I would have followed his star, for Napoleon was a man who could hit the ball."

Later, Paul sold silk hosiery, magazines, and oval framed portraits. Then he tried newspaper work, spent two years at college, became a cub reporter on the *Minneapolis Star*, and ran a weekly country newspaper.

"I am an introvert, a loner," he tells us, "always looking to new horizons, new places, new faces. For a while I lived in Texas at the Dallas YMCA, editing a mimeographed paper for the residents and teaching a class of underprivileged youngsters how to build model trains, airplanes, and autos."

A jack-of-all trades, even now he

Leaning out the window, Paul made this shot of a Missouri-Kansas-Texas train that he was taking from Dallas to Waco merely to enjoy the ride and a "dinner on the diner." We reproduced the photograph from his original full-color slide.

Jan. 4, 1937: Boston Maine snow train, with loco 3702, waits to take skiers to the slopes. For Paul, who took the picture, it was a day of happy memories.

occasionally turns his hand to woodworking, carpentry, plumbing, and electrical jobs, and he used to repair his own automobile. "I like to do things myself," he says, "to be sure they are done right."

In 1939 he married a pretty trained nurse named Nina and set up housekeeping at Dallas. Two years later, while Paul was taking an evening course in aeronautical engineering, the news of the Japanese attack on Pearl Harbor made him jittery. Being underweight, he was not eligible for combat service—didn't crave it anyhow—but by drinking gallons of water many days before taking a physical exam he qualified for civilian pilot training. In this, too, he flopped. Only a few hours from receiving the coveted Glider Pilot Wings, he crashed a cargo glider, and thereafter spent a year in and out of Army hospitals, finally getting a medical discharge in 1945.

Still restless and insecure, forever searching for he knew not what, Paul hired out to a large cotton-gin manufacturer in Dallas and worked his way up from the drafting board to a top engineering job with a five-figure salary; but, like all previous jobs, it got on his nerves.

"In some free moments," he recalls, "I'd walk along a railroad right-of-way to a hill or other vantage point to watch for a train. Those occasions were among the few times I could relax—out there alone on a sun-swept hill, no rush, no radio, no news, no people demanding this or that."

Meanwhile, Paul and Nina, with a pet dog but no children, had been vacationing in the back-country of Colorado now and then. They liked Colorado. By that time the subject of this sketch had developed a hobby of making projection transparencies, and he liked that, too. Gradually it dawned on Paul Garde that he could make a good income by doing slide work professionally—and living in the Silver State.

"We picked Green Mountain Falls because it is lovely to look upon and because it is far from most of the phoney gadgets of civilization. That was eleven years ago. We set up the 35 Slides business. Every working day we get a large stack of mail, but relatively few checks. Most of the letters come from fellows who want to know if we can supply this or that locomotive or what-have-you in a slide, but with no stamped, self-addressed envelope enclosed. To answer all of them requires a lot of time, postage, and stationery. Very often it costs us at least a dollar to line up a 35-cent order!"

Paul gets his mind off such frustrations by taking jeep trips into the mountain passes, wading in clear trout streams, and enjoying the gorgeously colored wildflowers and stately pines, firs, hemlocks, and aspens. Sometimes he sits quietly for hours atop at 14,000-foot-plus gray granite peak amid Alpine tundra, surveying the valley far below, and it floods his soul with peace.

"The biggest thing in my life, aside from Nina," he says, "is not railroad slides. Nothing of the kind. It's the Brockhurst Boys' Ranch, located not far from my house. This is a refuge for deprived boys, disturbed by broken homes, who get into trouble because they can't understand our tough hard world or why they are in it. They don't know how to live except by fighting back at society. This place appeals to me so much because I remember the problems of my own childhood. I even ran the Ranch for a while and really got close to the boys. That was the most wonderful experience I've ever had.

"Any *Railroad Magazine* reader with a few bucks to spare couldn't do better than send them to the Brockhurst Boys' Ranch, Green Mountain Falls, Colo. 80819. A donor could make me happy by mentioning my name."

The 35 Slides company belongs jointly to Paul and Nina for as long as they live; but some day, he tells us, its library and the entire setup will go to Brockhurst.

"I don't know if the Ranch could get much money from the sale of railroad and trolley slides," he adds thoughtfully. "I can't make it pay, because of the great expense involved in creating master copies as compared with mass-produced duplicates. But I'm sure that a business-minded concern could do well with 35 Slides, and pay a royalty to the Ranch. That hope is one reason why I am trying to amass the world's largest collection of slides."

The railfan enterprise is supported by profitable custom slide processing work for hospitals, doctors, and others. There

Paul's wife, Nina, often accompanies him on train trips. We see her emerging from a D&RGW narrow-gage train.

is no advertising, literature, mailing, stocking, or other such expenses in custom work. However, Paul finds it more tedious and less fun than handling railroad items. Nina helps out with the family finances by following her profession as a nurse.

Not all the items that 35 Slides sells are railroad or trolley subjects. Many are scenic, for example. "We travel quite a distance to photograph sailing ships or freighters, areas destined for flooding by dams, old buildings about to be torn down, ghost towns, and so on. Old railroad stations fascinate us; they are vanishing fast, so we never pass one without taking a picture. Many slides are authentic records of an age long gone. In exchange for a copy for our future lists, we will make, at no charge, a copy for those submitting usable picture postcards to us, and will return each card undamaged to the owner, along with the master slide."

Finding additional material for this business is becoming more and more difficult, according to Paul Garde. Many of the old slides and postcards submitted to him for copying are unusable.

"In early years we amassed a lot of mediocre negatives by buying collections; now we are more critical. We will still purchase material but it must be more than a crowded 'roster' shot—it should have historic, nostalgic, or exotic-scenery value. Our biggest need is for certain types of pictures over 20 years old."

One of Paul's closest friends is Dar Elder, of Woodland Park, Colorado, an officer of the Lions International. He tells us: "I know Paul's background. He could make far more money as a mechanical engineer than fretting about somebody's poor prints that he is supposed to duplicate or getting up a new catalog. He will take a sleeping-bag and stay out 24 hours to get a picture.

Paul's favorite camera is the range-finder rather than the single-lens reflex. "An automatic camera that thinks for me is a necessity," he says. "I take very few black-and-white pictures nowadays, preferring to make b&w negatives from my color slides, since I think they have better delineation and tone value."

The box files of 35 Slides hold more than 150,000 items: color slides, b&w slides, and negatives. Also, there are perhaps 12,000 photographic prints. Of that vast quantity, more than 46,000 separate items are listed in the company's mimeographed sheets from which customers order. Each of the lists, plus a sample slide, is available to railfans for 35 cents—which explains the company's name.

"But please," Paul urges, "tell us exactly what you are interested in—trolleys, interurbans, steam locomotives, diesels, or railroad equipment. Being specific saves your time and ours."

Paul has a card file for every inquiry received, itemizing the fan's interests, the lists supplied to him and the sales made. As new lists are prepared, the customer receives the lists he might want—but only if has previously bought slides. This card index now contains about 4,000 names, about one-quarter of which are fairly active. Customers are asked to cooperate by keeping Paul Garde informed on changes of address. We were amazed to learn that of all those 4,000 names, only two are feminine!

Many visitors stop by to see the Gardes in Green Mountain Falls, but most of the business of 35 Slides is done by mail. Living as they do in the woods, this interesting couple also plays host to countless numbers of birds, rabbits, squirrels, chipmunks, and other wildlife. A bear or a deer used to wander onto the premises now and then, but no more—there's too much civilization. Paul has hundreds of telephoto shots of deer, elk, mountain goats, wild sheep, mountain lions, bushy-tailed marmots, birds, beavers in action cutting trees, and so on. He is very much in love with wildlife.

"I sometimes feel that I am seeing the last frontier here in Colorado," he laments, "the vanishing of a lush era of natural resources. Streams are being dammed or poisoned with chemicals, animals herded into reserves, and forests turned into camping grounds, or worse, cut through by roads and freeways. Mountains are being despoiled for their minerals while the air is fouled with the stinking haze of automobiles and industry. I have the same nostalgia for the untrod wilderness that I feel for the old steam engine and the trolley car." ●

Feb. 2, 1957: Paul is rather proud of this picture of his because it shows both steam and diesel in action in the same photo. The scene is on the Union Pacific main line a few miles east of Cheyenne, Wyo. The steamer is No. 844. Motive power officials would have been very unhappy if they'd seen so much black smoke.

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

INFORMATION BOOTH

1 *Was the Pennsy the first road to use an automatic engine-washer?*

No, indeed. This machine was invented by T. A. Mackin, general foreman of the Delaware & Hudson terminal at Wilkes-Barre, Pa., and was first tried out on D&H locomotives in 1927.

2 *(a) Which North American railroads are currently operating RDC's (rail diesel cars) for passenger and/or mail service? (b) Which roads have discontinued such service?*

(a) The Santa Fe, Baltimore & Ohio, Boston & Maine, Canadian National, Canadian Pacific, Jersey Central, Rock Island, New York Central, New Haven, Pennsylvania-Reading Seashore Lines, Reading, Southern Pacific, Long Island, Northern Pacific, Great Northern, and, in Canada, the Pacific Great Eastern. LIRR's is not in regular service.

(b) The Chicago & North Western; Duluth, Missabe & Iron Range; Lehigh Valley; New York, Susquehanna & Western; Chesapeake & Ohio, Western Pacific, and Chicago & Eastern Illinois. Also Dominion Atlantic and Duluth, Winnipeg & Pacific.

3 *I am looking for an old poem, "Iron in the Blood." I used to know it by heart, but after a man reaches 80 his memory slips a bit.*

Here is the piece you want, my friend. It was written by W. B. Kenner.

A boomer sat on a baggage truck,
Chewing a quid and cussing his luck
And this was the trend of his lament:
"Why 'n hell can't I be content
To settle down to a steady grind
And leave this aimless life behind,
And maybe have in a year or so
A wife and a home and a radio?"

And in the maze of ties and rails,
As the twilight grows, a switch light pales
In the fog of an engine coupling on
And a highball whirls from the restless con.
Then the smoke pours out from the jack's exhaust,
And the boomer knows his dreams are lost.
For how can a man sit around in a room
While the long drags sway through the thickening gloom?

4 *When was the Southern Pacific's last steam run?*

The only SP engine still under steam on Sunday, Oct. 19, 1958, was the

The Southern Pacific's farewell to steam Oct. 19, 1958. (See item 4.) These photos show the 4460 and her crew, Engineer Joe Byrne and Fireman Robert Proctor.
Southern Pacific Railroad photos

4460, a silver-nosed beauty of the kind that used to pull the *Daylights*. She hauled a special train, carrying 500 railfans and historians, from Oakland to Reno and back, on a nostalgic graveyard run. Her arrival back in Oakland marked the end of SP steam—except possibly for a rare appearance of an engine on movie location or in a historic pageant.

The occasion was memorialized with a ceremony involving three engines. Biggest of the three, the 4294, was an honored guest. The final steamer put into SP service (in 1944), she was also the last of the famous cab-ahead steam engines on SP Lines. The 4294 went on permanent display in Railroad Park in front of the Sacramento station.

Sacramento was chosen because it was the birthplace of railroading west of the Rockies and the jumping-off place for the first transcontinental railroad. Also in the park stands No. 1, the tiny *C.P. Huntington*, the SP's first locomotive, a woodburner built in 1863, which has been there since 1939.

Virginia & Truckee 22, a Baldwin 4-4-0, built in 1872, and two cars, owned by Paramount Pictures, Inc., have been leased to CBS to film a TV series, *The Wild, Wild West*. (See item 6.) The train is kept at Menifee on a Santa Fe branch and is operated now and then for picture-taking sequences, with the loco renumbered.
Photo by Chard Walker, c/o Santa Fe Ry., Summit, Calif. 92387

5 *Are there any bi-lingual railroads in the United States?*

None that we know of. If there is one on our side of the Mexican border that prints timetables in both English and Spanish, we aren't aware of it. We do know that in Canada the railways which serve the predominantly French-speaking province of Quebec use both English and French. The Roberval & Saguenay even states on its bi-lingual *Time Table 59 and Special Instructions* that, in case of doubt, "the French version takes precedence" over the English. A few industrial plants, including Louisiana sugarcane lines, operate short railroads bi-lingually.

Jim Lyne comments in his *Railway Age* column, "Railroading After Hours," that "railroad French terminology in Canada may differ considerably from the French of France—in the same way that North American railroad terms are widely different from those of Britain."

6 *What railroad equipment is used in the CBS series "Wild, Wild West"?*

The train consists of ex-Virginia & Truckee equipment: engine 22, the *Inoyo;* and coach 3, and express-mail car 21, all of which were sold to Paramount Pictures in March, 1937, and used in the old movie *Union Pacific*.

"Nevada Heritage Society, which is currently (but very slowly) rebuilding the V&T from Carson to Virginia City," comments Stephen E. Drew, "recently concluded negotiations with Paramount for the donation of 5 pieces of old V&T rolling stock. Paramount is expected also to donate engine 22 and two cars to the Society but not until after the filming of *Wild, Wild West*.

"Two of Nevada Heritage's narrow-gage Carson & Colorado cars are being used in the filming of *Nevada Smith* at Laws, Calif., and will be brought later to Carson City for the V&T Museum."

World's largest tank car, over 96 ft. long, 60,000 gals. capacity. (See item 7.)

7 *(a) When was the first tank car built and what for? (b) How big is the world's largest tank car?*

(a) That depends upon how you define "tank car." Flatcars fitted with iron tanks for carrying water were operated on the Danville & Pottsville (now part of the Reading system) in 1835. We don't know when or where they were built.

(b) A mammoth new type, developed and built by General American Transportation Corp. (GATX), has a capacity of 60,000 gallons. If filled with liquified petroleum gas it would weigh almost 218 tons. If stood on end, its 96-plus-foot overall length would tower almost as high as a modern 10-story building! This giant is about three times as long as the typical tank car in use at the end of World War II and has more than seven times its capacity. With two 4-wheel railcar trucks at each end, it travels on twice as many wheels as any tank car now in regular service.

It will not go into regular service—at least, not for a while—but is being used as a "rolling laboratory" to develop in-service data that helps GATX to meet the growing demand for larger tank cars.

8 *Under what circumstances did the Lake Shore & Michigan Southern join the New York Central System?*

The LS&MS was formed by a merger of the Lake Shore with the Cleveland & Ohio, effected Feb. 11, 1869, by financier Legrand L. Lockwood. For 17 years the Cleveland, Painesville & Ashtabula

had been known as the Lake Shore and was officially given that name June 22, 1868. In those days, a lot of financial juggling and cut-throat competition was being carried on by the big tycoons, often referred to as robber barons. One of these men, Commodore Cornelius Vanderbilt, began buying into the LS& MS after the Stock Market's "Black Friday," Sept. 24, 1869, and before the month ended he had control of the road.

An LS&MS map dated 1890 shows the line extending between Buffalo and Chicago, with several branches. This property was bought Dec. 22, 1914, by the New York Central & Hudson River, as the Vanderbilt road was then called, and thus became part of the New York Central System.

9 *What is a water scoop?*

A device whereby a steam locomotive took water "on the fly." In other words, a mechanism designed to suck up water into a locomotive tender, while in motion from a track pan or trough laid between the rails.

The scoop consisted of a cast-iron or steel plate conduit of rectangular cross-section, passing up through the tender tank and turned over at the top so as to discharge the water downward. The lower end, underneath the tender frame, was fitted with a scoop or dipper that could be lowered into the track pan by a hand-operated lever or by compressed air applied in a cylinder whose piston rod was connected to the mechanism for raising and lowering the scoop. Water was forced up through the scoop pipe into the tender tank when the scoop moved through the track pan at a speed of from 25 to 40 miles per hour. We do not know of any railroad on our continent that is still using this device.

New York Central water scoop being inspected at the yards in East Syracuse.

View of carbarn of the Shaker Heights, Ohio, trolley line. (See item 10.)

10 *Give me a brief rundown on the Van Sweringen empire.*

Oris P. and Mantis J. Van Sweringen, brothers, were Cleveland real estate salesman in 1916 when they took over a short railroad, the 543-mile Nickel Plate. They did this to carry out their first large real estate development. Previously they had purchased some land 10 or 12 miles from Cleveland from the farming settlement of a religious sect known as Shakers, had named it Shaker Heights, and were developing it. But in order to sell lots effectively they needed rapid transit to the city. While building a local electric railway they came into conflict with the powerful New York Central, which then controlled the NKP.

"Why don't you boys buy the Nickel Plate?" asked President Smith of the Central. "We'd sell it cheap and you wouldn't have to fuss with us any more."

So the Van Sweringens bought control of the NKP for $2 million in cash plus $6½ million on time. Ten years to pay. The brothers raised most of the down payment by borrowing from Cleveland men with whom they had already done business. They didn't need help from Wall Street. After that they completed the rapid transit line. Their ventures prospered. In three years, instead of ten, the "Moving Vans," as they were called, paid their debt to the Central.

This whetted their ambition. They next acquired control of the old Clover Leaf (Toledo, Peoria & St. Louis) and the Lake Erie & Western, merging them into the NKP. After that they added the Chesapeake & Ohio to their holdings, mainly because its territory would supply soft coal for the NKP's steam locomotives. Then they took on the Erie, the Pere Marquette, and the Missouri Pacific, thus extending their rail empire from the Atlantic almost to the Golden Gate.

Years later this empire collapsed and both brothers subsequently died. The Shaker Heights trolley line which they built long ago is still operating into downtown Cleveland but under a different management. Our May '49 issue carried an illustrated article on it. See also page 31 in our current issue.

11 *Which was the first train equipped throughout with fluorescent lighting?*

The Burlington streamliner *General Pershing* on its initial run from Kansas City to St. Louis on April 30, 1939.

12 *History, please, of the old East Tennessee, Virginia & Gulf.*

That road was a forerunner of the Southern Railway, which was formed in July, 1894, immediately after the collapse of the Pullman Strike, by a merger of the ETV&G with the Richmond & Danville. The road you mention was itself a combination of the East Tennessee & Georgia with the East Tennessee & Virginia plus several branch lines acquired about 1870.

The ET&G was opened in 1855 from Dalton, Ga., to Knoxville, Tenn., construction having been started at Dalton about Jan. 1, 1851. It was completed Aug. 9, 1852, to Loudon, Tenn., where construction was held up by the difficulty of bridging the swift Tennessee River. Through service between Dalton and Knoxville was maintained by an agreement with the steamship *Loudon,*

which plied the river between Loudon and Knoxville. In 1859 rails were laid from Cleveland, Tenn., to Chattanooga. The Knoxville-Chattanooga line was then operated as the main stem, and the original Cleveland-Dalton route as a branch.

In 1856 the ET&V completed its line from Bristol, Tenn., to Knoxville. The two lines were consolidated in 1869 as the East Tennessee, Virginia & Georgia Railroad, which was reorganized in 1886 as the ETV&G Railway.

Beginning about 1871 this company undertook a policy of rapid expansion which included the acquisition of the Selma, Rome & Dalton, the construction of a new line from Rome through Atlanta to Macon, and the acquisition of the Macon & Brunswick. In order to shorten the line from Chattanooga southward, the Tennessee State Line Railroad, extending from Woltewah Junction, Tenn., to Cohutta, Ga., 11½ miles, was opened for operation in 1883 and consolidated with the ETV&G.

The Knoxville & Ohio built the Southern's present line that extends from Knoxville to Jellico, Tenn., 65.3 miles. In 1861 construction was started at Knoxville, but because of the Civil War the line was not completed until 1882. Meanwhile, in 1881, the unfinished line was taken over by the ETV&G, later merged into the Southern.

13 *Reading "The Saga of High-T" by Freeman Hubbard in your December issue prompts me to ask when and where the first iron rails in the U.S. were rolled?*

At the Mount Savage Rolling Mill in Maryland in 1844.

14 *I want the words of the old ballad about a grape rush.*

Maybe you mean "The Grape Rush," written by a boomer brakeman named M. F. Hunxen, as follows:

No, it isn't the lure of the sunshine
Nor the one twenty-four in the shade
That brings in the care-shaken boomers
To brag of the records they've made,
Of how they have faked up a reference
Or borrowed a name for a while,
In order to sign for some pie-book
And rate with the Harvey girl's smile.

In August they float into Needles,
Make the board after writing the book,
Then for days in the park they will gather
And tell of fair women they shook,
Of the times they've had lots of money
And tough breaks we don't like to hear.
On each face that you meet there's a wonder:
Will there be any grape rush this year?

15 *Does only one circus travel by rail on its own cars?*

Yes, Ringling Bros. and Barnum & Bailey, "The Greatest Show on Earth," is the world's only circus that still owns and operates railroad cars. Its train consists of 13 passenger or living accommodation cars, 5 baggage cars, and 4 stock cars and is pulled by diesel locomotives owned by the various roads over which the train runs.

Running Extra

Warren D. Stowman asks which U.S. railroad ordered the last new 4-8-0's to be built and who built them. The answer is: Delaware & Hudson had them built by Alco-Schenectady in 1933. National of Mexico has some built in 1935.

Maybe some reader can answer overseas subscriber, Ian Cocnie, 52 Kilnside Rd., Paisly, Scotland: "Who manufactured the model trains shown in the film *John Goldfarb, Please Come Home,* what gage, and were they faked up?"

"Standard end marker lamps are red to the rear and amber to the side, but which railroads show green to the side?" asks Joseph F. Black, Jr., 73 Downing St., Worcester, Mass. 01610.

Peggy Barcomb, 41 Rose Ave., Rouses Point, N.Y., is curious to know which railroads use inside-the-rail switches.

"Regarding your item about the word *motorneer,* a composite of *motorman* and *engineer,*" writes Wade B. Hall, 715 N. 70th St., Seattle, Wash. 98103, "tell Steve Maguire that prior to 1928 the cap plates of motormen on the fast third-rail Seattle-Tacoma interurban were changed to read *Motorneer.* This line, which was a segment of the Puget Sound Electric, ended services in 1928."

John Janette, Bethesda, Md., wants a short history of the Washington & Old Dominion Railroad.

The mention of friction tonnage in our November department prompted this note from H. V. King, 3116 Greeley St., Kansas City, Kan. 66104: "Almost 60 years ago I worked on the Colorado extension of the Missouri Pacific. When a train consisted of half or more empties we were allowed 5 tons per car friction tonnage. Our tonnage limit for a Class 100 engine was 50 empties eastbound or 40 westbound. Tonnage of many trains in eastern Colorado and western Kansas was reduced because of the strong winds."

"Your answer to question 6 (Dec. issue) is not entirely clear," writes Bill Pennington, Western Pacific engineer, P.O. Box 478, Portola, Calif. 96122. "A superheater is an arrangement of bent

The Van Sweringen brothers: Oris (left) and Mantis. Both of them died years ago.

tubing called superheater units. These connect in the smokebox to a header, a two-compartment casting. It receives wet steam from the dry pipe and delivers it to the beginning, or one end, of the superheater units. These units are placed in a large flue which runs the complete distance of the boiler, being in communication with the firebox on one end and the smokebox on the other. Steam passes through these pipes, or units, four times the length of the boiler through return bends. It finally emerges to the second compartment of the header and is there distributed to each cylinder pipe.

"As the hot gases from the firebox pass through the superheater flues, they are also in direct contact with the units and will raise the temperature of the steam by 150 or more degrees.

"In the case of an engine having a throttle located in the steam dome, there is no way of shutting off steam already in the superheater units. This has two main disadvantages:

"(1) It allows the engine to keep working for two or three revolutions of the drivers, or until all steam is used in the units. In the case of a switcher the engine is still working after the engine has been shut off and brakes applied.

"(2) Extreme caution must be observed when moving a locomotive out of a roundhouse onto the turntable. If you can visualize an engine being 'steamed up' with blower on and a hot fire, these superheater units will get very hot. There will also be more water in the boiler than is usually carried. Upon opening the throttle, water will raise in the boiler a couple inches. Some might be carried over into the units and will immediately flash into steam. Even though the throttle is shut off, as soon as this happens, 3 or 4 gallons of water flashing into steam will be enough to walk that engine right off the other end of the turntable, and you into the super's office.

"Front-end throttles have done away with these faults, as they control the steam *after* it leaves the superheater units."

Comment on item 10 in our November issue comes from Hank Bennett, W2PNA-WPEFT, Box 254, Haddonfield, N.J.: "I am reasonably certain that the last Pennsy passenger engine in service was No. 5432, a K4, between Camden and Pemberton, N.J. Possibly the 5244 lasted even longer than the 5432, although it is my impression that the former was pulled out of Union Transportation service while the 5432 was still running."

"I have been a paint chemist for 20 years and have yet to hear anything called 'pigment of kerosene' such as Walter Lucas mentions regarding question 11 of November issue," writes Joseph H. Boatwright, 2 Cherry Lane, Basking Ridge, N. J. "Kerosene always is liquid and can't be considered a pigment under any circumstances. While it is possible that the lead was taken from journal box bearings and ground into a pigment for paint, it would be a most difficult way to prepare a pigment. Other than this, I can find no fault with your magazine. I enjoy it immensely and look forward to it each month."

A Chicagoan, Morris C. Fraser, writes: "I wonder if you can find space to print this poem, entitled "A Retired Engineer," written long ago by my friend, the late Charles B. Graham, who worked on the C&EI and the Frisco out of Trenton, Missouri." Sure, here it is:

So another oldtimer is going, boys!
Believe me, I have no regret.
I don't owe a cent to a single soul
And our dear little home's out of debt.
For me the future holds no fear;
The company's sure treated me square;
They give me a pension and an annual pass,
So I'll visit around here and there.

I've made the grade and I'm through, boys,
But I've had my share of the knocks.
It was a man's job in the pioneer days,
When they had no electric blocks.
I left the old farm in my youth, boys;
In my blood was the call of the rail,
I worked and I stuck and I kept climbing up,
And I finished with pulling the Mail.

Yes, I am leaving the service, men;
I've turned the old oilcan in.
I started to work in the year '91
In the days of the old link-pin.
My place'll be filled by a younger man,
I've got to give up the old mill,
So I'm taking my overalls home with me, boys,
To that dear little home on the hill.

"Regarding item 14 in November *Information Booth,*" writes Bill Warden, 1216 Shamrock Lane, Waynesboro, Va. 22980, "I used to think the engineer's cab on the Camelback was built astride the boiler because the firebox on some anthracite-burners was so big that it extended into the cab, leaving room only for the fireman."

A reader's request for a history of the Connoton Valley Railway is answered by the Rev. Donald L. Albert, pastor of St. Paul's Lutheran Church, College St., Newcomerstown, Ohio. He tells us that one of the Connoton Valley's original predecessors was the Massillon & Coshocton, incorporated in 1874 to build a line between those two points. Prior to 1881 it was renamed the Cleveland, Canton, Coshocton & Straitsville and was rerouted to pass through Canton, with Cleveland as its northern terminus and its gage 3-foot. Then in June '81 the name was changed again, this time to Conotton Valley & Straitsville, with a southern terminus in Athens, Ohio.

This latter road was later merged with the Conotton Valley *Railroad* to become the Conotton Valley *Railway,* at which time track had been laid as far south as Coshocton, about 1883. The road was ultimately completed to Zanesville.

Another of the CV's predecessors was the Youngstown Conotton Valley, incorporated to build a line from Bowerston in Carroll County to Youngstown. This one bought the Ohio & Toledo and then built a 3-foot gage line from Dell-Roy in Carroll County to Minerva.

The Ohio & Toledo was organized to lay rails from St. Clair Township in Columbia County to Toledo. In 1873 the O&T bought the Carrollton & Oneida and proposed a new road from Cannonsburg in Carroll County to Youngstown. This was completed from Oneida to Minerva, 5 miles. Meanwhile the Carroll County Railroad had been chartered in 1850 to build a line from Carrollton to a point on the Sandy & Beaver Canal, but was actually built from Carrollton to Oneida and a connection with the Cleveland & Pittsburgh. Opened in 1854, it was sold in 1859, and renamed the Carrollton & Oneida in 1876.

The Y&CV became the Conotton Valley line. In 1880 it was consolidated with the Conotton Northern, and later with the CV&S. Subsequent to 1884 it became part of the Wheeling & Lake Erie, which changed its gage to standard. The foregoing facts will be used by Pastor Albert in a booklet.

Trains stopping at the Richmond terminal of the Richmond, Fredericksburg & Potomac can be refueled, watered, and on their way in less than ten minutes since the railroad's recent installation of these trackside servicing facilities, which include steel pipe made by Jones & Laughlin Steel Corporation. The facilities are part of the RF&P's "pooling of power" program.

AN ENGINEHOUSE MYSTERY

by Rockwood T. Roberts

DURING the wartime spring of 1918 I worked the day shift with Con Regan at the Boston & Albany enginehouse in Worcester. Regan was an expert machinist, a rugged six-footer who had boomed around a lot but now, in his mid-fifties, was beginning to slow down. I was his helper, a lanky kid recently out of high school, with little knowledge of steam engines or the men who handled them.

After a hard day's work Regan would go to the nearest saloon and stand for hours at the long polished bar, nursing one mug after another of frothy beer. On such occasions his deeply-lined pink face glowed with a jovial smile. But once he put on his overalls, he was less amiable. No matter what kind of job the gang foreman, Bill Murray, gave him, the machinist would growl that he was getting a raw deal.

Twice I saw him blow his top, slam his battered hammer against the oil-stained shop wall, and resign in a rage. Each time, though, he returned sheepishly and got his old job back. There was no seniority in the roundhouse force at that time. Charlie Ayers, the general foreman, needed experienced men so much he re-hired Con Regan despite the gang foreman's protests.

One day when Regan reported for work at the shop desk, he was in bad shape. "Me head is throbbin' like hell," he told me, "and I can't stand the pain." I realized he was suffering, for when the shop door opened, letting in the din of the boilermakers' air-hammer, he winced and grabbed his head. As we walked across the turntable, after punching the time clock, he caught sight of No. 864, an old Alco-built 2-8-0 with a slide valve and Stephenson motion that was used on a branch run. Regan knew she was due for a "hydro" and said:

"If Murray gives me that job I'm all set. I can't stand heavy work today."

A "hydro," as oldtimers will tell you, was an important part of the annual test of steam locomotives required by the Interstate Commerce Commission. The Bureau of Locomotive Inspection paid close attention to it in those days of many boiler explosions. Rule 17 said:

Every boiler, before being put into service and at least once every twelve months thereafter, shall be subjected to a hydrostatic pressure 25 percent above the working steam pressure.

This rather easy job lasted nearly two days and the machinists who got it were lucky. Applying the pressure test took only about two hours of light work. You did it by removing the safety valves and whistle and plugging the openings. You closed all cab valves and latched the throttle lever tight. Thus the boiler was sealed against leakage. You filled it with cold water and applied pressure by means of a small steam-driven pump piped to the injector.

Under this heavy pressure a boiler inspector would then scan the entire exterior for leaks and defects. On a boiler with pop settings of 200 pounds the water pressure would be forced up to 250. Under these circumstances, should a small crack open up and a rupture occur, there was no explosion. The worst that could happen would be a shower of dirty water, with the pressure dropping at once.

After the water test had been completed, there was a second important requirement, ICC Rule 18:

The dome cap and throttle standpipe must be removed and the entire interior surface and connection of the boiler examined as thoroughly as conditions permit.

The standpipe, which we called a bootleg, was a steel casting shaped like an inverted boot, located at the top of the dome. It housed the spool-shaped throttle valve, which measured about 12 inches in diameter. When it was removed, even a big man could slide down into the bowels of the boiler. By crawling on top of the flues and around the long front and rear braces he could make a complete inspection of the staybolts, braces, pins, and scale deposits on the boiler shell.

THE CASTING was fairly heavy but you could easily remove it with a handy chain falls. To get it out, you had to disconnect a yoke at the steam pipe extending from below the dome to the front end and the cylinders. Between the bootleg and the steam pipe was a ring joint. This is what made the hydro a rather soft job.

After removing the ring from between the two castings you had to grind both of its seats to perfection so as to prevent leakage to the steam chests. Usually it took several hours to get the surfaces smooth. While the helper was doing this work his machinist packed the gage cocks and water-glass valves or else "pounded his ear" in a dark corner of the cab.

Grinding the ring was far from strenuous. To grind the one at the steam pipe atop the flues you made a cushioned seat for yourself out of waste and large pieces of bagging. Even on the damp flues the job was enjoyable. At times the helper would take a nap, only to be awakened by a smart fellow-worker walloping the side of the firebox with a small sledge or throwing an apple core or chunk of wet waste into the dome opening. As a rule, we'd kill a little more time by grinding in the throttle and getting a clean seat. When all was completed we'd fill the boiler with water and start the fire.

While Regan and I waited for gang foreman Murray to write out the work slips at his rough board desk we heard him tell another machinist: "You get the 864 ready for the hydro, Charlie." Then he handed Regan a slip for heavy rod work. Con's blood-red eyes glinted angrily and he cursed under his breath.

"I should quit this damned road," he muttered, "but I ain't got a stake. I spent me last nickel last night."

I picked up my toolbox and headed from the shop to the pits. "Aw, come on, Con," I said. "What difference does it make what job we have? Some day we'll get a good break."

My machinist followed reluctantly. It was a long day for him. When at last our ten-hour shift ended, the boomer's tired legs could hardly propel him to his boarding house. As for Charlie Paine and his helper, they dragged out the hydro job for more than two days.

After our noon lunch we were ready for further orders. Regan was feeling very much better. He knew that the third part of the ICC's annual test on the old 864 was yet to be done. This part was not easy. Rule 122 (a) said:

Pins and drawbars between locomotives and tenders shall be removed and carefully examined not less frequently than once every two months.

I was laughing inwardly at the thought of other men doing this heavy labor when I heard Murray order Regan: "I just measured the drawbar on the 864 and it needs shortening. Take it over to the blacksmith."

Those words indicated trouble. It was not enough to drop the pins and inspect the 300-pound bar but to remove it and truck it to the forge was just too much after all we had done. I will never forget the roar that erupted from Regan's lips. We stormed over the uneven dirt floor at the back of the house to the pit where the rusty Consolidation stood.

In those days, when the power reverse was unknown, we separated a locomotive from her tender without using a second engine. Before disconnecting the tank hoses we'd load the boiler with water, get up a full head of steam, and bank the fire. We could not use the air-brake, because the hoses below the drawbar had to be parted. After removing one of the drawbar pins and moving the engine ahead, we'd make the stop with the Johnson bar and throttle. Our hostler, Harry Hilley, had made such moves dozens of times.

Well, sir, I lowered myself into the pit and Hilley took his position on the engineer's seat while Regan stood on the ground bawling out orders. I removed the keeper from a pin and let it drop. It landed in a pool of muddy water which splashed over my overalls.

Regan yelled for Hilley to move ahead, away from the tender. But the old girl had laid around for days and was quite dry. At first she would not budge, so the hostler widened the latch. There came a slight movement as the journals groaned, followed by a throaty swoosh at the stack. Then all hell broke loose. I heard a scream, the stack grew alive, and the engine leaped forward.

"I can't close the throttle," Hilley shouted. "It's stuck open."

His words were lost in the thunderous barks. The engine headed for the turntable pit and he yanked the whistle. Its wail told every man in the house that there was trouble.

Hilley yanked the reverse lever. The stack choked and went back into its clacking yelp. I jumped out of the pit as the tender was the target, but Hilley again threw the dry lever in time to prevent a pile-up. Regan ran like a wild man to line up the table to lengthen the trackage rights.

The hostler stuck to his post, apparently figuring every move in the fraction of a second. With the table lined, he found it easier in his clearances. But raving exhausts riled the soot from the roof and it fell like black snow, filling his eyes and almost choking him. As he grew tired he would open his whistle, not knowing why, for there was nothing the wild-eyed help could do.

CHARLIE AYERS rushed out of his office, his flabby frame shaking with excitement. He slipped on a rail and fell and his gold-rimmed glasses sailed through the air, but he picked himself up quickly, shouting:

"Get some blocking, chains, anything! Throw them under the drivers!"

Visions of a rending crash and the twisting of steel must have swept through his frantic mind. The crowd grew. Laborers, gandy dancers, coal heavers, and eagle-eyes ran about, throwing everything within reach at the whirling drivers, but all in vain. Once, nearly exhausted from the strain, Hilley miscalculated on his reverse as he neared the tank. The jangling deck apron struck and bent with a resounding crash. Ayres and Murray were frantic in their helplessness.

Regan surveyed it all with a keen eye. The boomer yanked me aside.

"Rock," he barked above the racket, "get your big Stillson wrench an' make it fast!"

I didn't know what he had in mind but I obeyed. All of our slide-valve engines had a relief valve on the front of the steam chest, its perforated cap being threaded into an elbow-shaped body. When I returned on the run Regan grasped the tool from my hand.

"Jump onto the front footboard when she backs into the house," he cried loudly, "an' for Pete's sake be careful! I'll hand you the wrench an' you unscrew the cap on the relief valve."

In a flash I caught on. I was lean, with a solid layer of muscle over my youthful bones, but catching that runaway was not easy. However, I climbed aboard, took the wrench from Regan's fist, and with difficulty held my balance. I managed to get the wrench open and started to twist the cap off. I don't remember how many times we shot in and out, but I recall the last thread stripping under the pressure just as we backed into the house. The cap flew like a bullet, hit the roof, and dropped to the floor.

The roar of escaping steam deafened me and the roof planking trembled as the geyser struck. It rebounded like a tornado, devouring the soot and darkening the environs. The old girl stopped close to the tender, and the tension that had gripped the crowd faded with relief. On unsteady legs I crawled off the front end and into the afternoon sunlight. I was unhurt but dripping muck.

Hilley was in the cab, slumped over the arm-rest. Someone brought a short ladder and I climbed into the cab. In the dim light I saw that the water was low in the boiler, so I quickly dumped the fire. Then, with help from others, I lowered Hilley to the ground and set him on a nail keg. Sweat poured from his pallid cheeks.

As the still escaping steam lost its blast and settled to a calm the general foreman asked angrily: "Now just what happened? Don't tell me that you lost a cotter key in the throttle rigging after working up there for two days."

He was plainly mystified. Murray had nothing to say, but Regan broke the silence.

"Aw, it's not much," he said. "Let her cool down tonight an' don't drain the water. We'll take the dome cap up tomorrow an' get her back in service in a jiffy."

"How do you know?" snapped Ayers. "You didn't work on the hydro. What do you expect to find?"

"Let's wait until mornin'," the boomer said evasively as he turned away.

To me the whole thing was a mystery, but Regan seemed to know the answer. That night while we were walking home together he laughed.

"Someone's gonna have a red face when we look into that boiler," he said.

"What went wrong, Con?"

He gave me a queer look. "They forgot to take their damned beddin' out of the old engine."

Next morning, when we removed the dome cap, the enginehouse mystery was officially solved. The general foreman, Murray, Paine, and his helper were all there. Sure enough, they found the bedding. Left inside, it had floated lazily in the boiling water. When the hostler opened the throttle it had rushed to the spool and been caught, and the flow of steam could not be shut off.

Of course, the usual hearing followed, but no discipline was meted out. Like I said, there was a wartime shortage of men on the Boston & Albany, as elsewhere. The only ultimatum announced by the general foreman was that in the future Regan and I would get the hydro jobs.

Well, sir, I did the grinding on the ring joints and made up a comfortable bed for myself inside the boiler; but you can bet your last Confederate dollar that before we buttoned things up the soft blanket was removed.

Here we see various phases in construction of the San Francisco Bay Area's Trans-Bay underwater rapid transit. A twin-bore tunnel, in the foreground, extends shoreward from the submerged caisson to link up with downtown San Francisco's subway and by sunken-tube assembly outward across the bay toward Oakland. The temporary tower mounted on the tube section being lowered is used for survey sighting to insure the tube's proper location. In the background we can identify the Ferry Building, Telegraph Hill, the Golden Gate Bridge, and Alcatraz Island. Picture from Bay Area Rapid Transit District

Steve Maguire's

TRANSIT TOPICS

PAUL K. JONES, Mayor of Shaker Heights, Ohio, and director of the Rapid Transit line there, believes that the days of independent rapid transit in the U.S. are numbered and its only future will be in Federal subsidies. His remarks came during negotiations on a new union contract for the Shaker Heights line which may increase the present rate of fare, which is 30 cents.

Steve Maguire

"It's the same story throughout the operation," said Mayor Jones. "While our riders have pretty well leveled off at about 19,000 per day, ten years ago we were carrying 22,000 per day."

Every fare rise decreases the number of passengers, at least for a while. The farebox also reflects the way the Cleveland Indians are playing. When they are doing well, a lot more people are carried to the ball games. During 1965 the riders increased because the Indians were actively contending for the American League pennant most of the summer.

"We recently replaced some of the line's rails with used rails from a defunct Vermont railroad at a cost of $55,000," the Mayor went on. "New steel of the same type would have cost $130,000. We cut every corner we can to keep within our $1.5 million budget a year. However, in the next 5 to 10 years we will have to begin replacing our transit cars.

"We have 55 of them, each costing $35,000. By the time we need new ones they will be selling for $100,000 apiece. To replace all of them will cost three times what the City of Shaker Heights originally paid for the entire system."

The rail system was originally part of the old Van Sweringen empire (see page 26) and operated as the Cleveland Interurban Railroad. Local banks took it over in 1937 when the empire collapsed. In 1944, in a far-sighted move by the then Mayor Van Aken of Shaker Heights, backed by Mr. Jones, the City of Shaker Heights bought the local transit system for $1¼ million. Since then, under the leadership of Mayor Jones, the line has paid its own way and only in 1964 retired the last of the bonds used for its purchase.

Rising costs, including wages, may eventually put the cost of rides beyond the reach of most people, and as more businesses move out to the suburbs the farebox will suffer still further. This may require the system to seek aid under the Transportation Act, whereby the city would have to put up one-third of money needed for operation and the Federal Government would furnish the rest. Mayor Jones has not indicated that the transit line will need Federal funds, but this need looms as a future possibility, according to Allen J. Kleinsmith, 1378 Brookline Rd., Cleveland 21, Ohio, who sent us the news.

HEADQUARTERS of the American Transit Association, which embraces nearly all transit lines in the U.S. and Canada, are being moved to Washington, D.C., from New York City, where they were located for many years. Originally organized in 1882 as the American Street Railway Association, with main offices in Brooklyn, N.Y., the group was later renamed the American Electric Railway Association.

Passenger Transport, the ATA weekly publication, explains: "The center of influence for all urban affairs, including transit, has become Washington, and it was essential for the transit industry—both private companies and publicly-owned corporations—to have constant

Rare photo of eight U.S. Mail streetcars at the J. G. Brill plant in Philadelphia, Pa., in 1895, on flatcars ready for delivery to the Third Avenue Railroad in New York City. This mail service lasted from Oct. 1, 1895, to Oct. 1, 1900.

contact with Federal officials and with Congress itself."

A recent piece in *Passenger Transport* reflects on a certain lack of advance planning by the Toronto Transportation Commission in connection with the subway line it opened a few years ago. Because of passenger loads, the new east-west route requires faster trains than those on the original Yonge route, where top speed is 52 miles per hour. New east-west cars will have top speed of 54 mph, but in order to let older equipment be coupled into trains for the new line the cars will be speeded up by two mph—at a cost of $1½ million! After a six-month test period, TTC will decide whether or not to integrate the two systems—something that advance planning might have made unnecessary.

FROM the *San Francisco Chronicle,* courtesy of Art Knowles, we learn that for many years a humble, asbestos-shingled, small house at 330 Ninth Avenue in San Francisco consisted of three pre-earthquake horsecar bodies cleverly joined and roofed over but still carrying their original paint and numbers 60, 68, 69 of United Railroads.

When the building which housed the horsecar bodies was about to be razed for a shopper parking area, a local historian contacted the Maritime Museum. The latter had no funds available for help. However, it contacted Edward Zelinsky, who was interested in antiquarian items, and he arranged, for price of $3,500, to have the cars taken apart and removed for preservation. He will donate one car to the museum and keep the other two until he finds a suitable spot for them.

TO HELP pay for the new two-mile trolley line it is building for operation next summer, Magee Transportation Museum, supported by Magee Carpet Co., is selling miniature rugs, 9x13", at $1.25 each. The item bears a facsimile of a trolley car in service and the name *Magee Museum.* Readers desiring one of these attractive souvenirs should contact the museum at Bloomsburg, Pa.

A FORMER interurban freight line, the London & Port Stanley Railway, owned by the City of London, Ontario, has been sold to the Canadian National Railways—actually traded for title to the CNR car shops in London and 8 adjacent acres of city-owned land, reports Reginald E. Button, 79 Graham Ave., Hamilton, Ont., Canada.

The L&PS reluctantly ended passenger service nine years ago after several years of losses. Two years later, even its remaining freight operation was in the red. Then came dieselization. Persistent losses finally caused the city fathers to give up the line in despair. CNR had wanted the route for entry into Port Stanley, which may become a thriving seaway port.

WANTED by the Southern Industrial Railway (formerly the Southern Iowa Railway), a 500-KW rotary converter, a new power plant, and a 50-ton Baldwin-Westinghouse electric loco in used condition. Contact Clyde S. Forbes, P.O. Box 174, Centerville, Iowa.

A "MONUMENTAL ERROR" of the transit industry is pointed out by Felix E. Reifschneider, author and publisher of trolley booklets. "As most of us know," he writes, "the Birney was a nice little car but rode badly, due to the truck. It should have used the Barber single truck, but apparently Stone & Webster and later carbuilders like Brill were too cheap to pay Barber a royalty on his patent.

"The Barber was the only single truck used on a semi-interurban run and could operate at fairly high speed with safety and comfort. Its basic principle was that it supported the car body at only two points, just the same as a double-trucker does. The Birney and nearly all single trucks support the car body at *four* points, all four corners. Barber trucks, with but two points of suspension, adjusts the truck motion to track irregularities without communicating this motion to the car body.

"Barber also took advantage of a fact that everyone else seems to have neglected. A single truck with a long wheel-base will operate around the same curves as one with a short wheel-base. It may take a little more power but it won't derail, it does wear the outer rail of the track more, and it will round the curve easily. At Watertown, N.Y., which had 12-foot wheel-base cars, and at Binghamton, N.Y., with 11-foot wheel-base cars, the outer rails on curves had to be replaced more often than the inner rails.

"Track engineers tell me that track must be held to exact gage on curves and that a wide gage on curves causes more binding and more wear than exact gage. But if a guard-rail section were used for the inner rail and kept well greased and if the track were wide-gaged so that wheel flanges wouldn't touch the gage line on the outer rail, I wonder if this wouldn't have eliminated rail wear on curves without a danger of derailment."

FOR SALE by Arden Trolley Museum, Box 832, Pittsburgh, Pa. 15230, complete sets of last PRC transfers, first PAT transfers, Monongahela Inclined Plane mint stock certificates, 50¢ each item, 3 for $1, plus 10¢ stamp. Also 3 colored postcard views of Arden trolleys, price unknown to us.

Overseas Operations

HOLLAND'S last interurban running from The Hague to Delft, with a branch route to Voorburg, has taken on new life since PCC cars replaced its older equipment last year. At first the line was privately operated but it is now part of The Hague city system. This we learn from *Modern Tramways,* monthly magazine of the Light Railway Transport League, 245 Cricklewood Broadway, London, N.W. 2, England. Additional cars have been needed since PCC's went into service, with headways cut from 12 to 8 minutes, and there is talk of extending the line into the suburban area.

Modern Tramways also reports that a single line of the many routes that ran in down Rio de Janeiro remains in operation, with rebuilt modern-looking equipment. It is now route 67 and runs from Saenz Pena to Alto da Boa in Rio's suburbs. The new cars, rebuilt from opens, are single-ended closed trams and are painted in dark blue, silver, and yellow. Only the old-type controllers belie the otherwise modern appearance.

Rio's narrow-gage Carioca line cars still run along a hilly route and over high viaducts. They have been repainted blue, silver, and red. The Santa Teresa line that runs up to the base of Corco-

Queensboro Bridge Ry. car 535: this remnant of Steinway Lines ran entirely under the elevated subway line in Long Island City, N.Y. Shown here in 1947 was one of the few locations where, in late afternoon, the sun reached the trolleys.

Collection of Stephen D. Maguire, P.O. Box 51, Belmar, N.J.

vado has three new cars with upholstered benches, indirect lighting, and wind shields for the motormen.

BRISBANE'S Transportation Department, controlling Australia's second largest tramway system, has hired the services of an American consulting firm for a survey and recommendations to relieve the traffic jams. But this may be merely a trick to blame the congestion on the rail lines and eliminate them, we gather from an item in *Electric Traction*, monthly journal of the Australian Electric Traction Assn., Box 1017, G.P.O., Sydney, N.S.W., Australia.

FRANCE has few trolley lines left. One of them, at Laon, dates back to the 1890's, reports Walter Broschart, P.O. Box 38, South Ozone Park, N.Y. It runs from the railway station, a mile below town, up a steep grade where an inclined rack assists the trolleys for about one-half mile, and on to the main hotel in mid-town. The little cars have overhead bow trolleys and make only a few trips daily, meeting trains.

JAPAN has a two-car trolley operation near Sapporo on a mining line. Little single-truckers carry children to school and take residents to the outside world. The overhead is up for passenger service only, and runs from the Kakoda mine to Shin-Futamata station of the Yubari Railway, two miles away.

New Electric Publications

***Electric Railways of Northeastern Ohio*, Bulletin 108 of Central Electric Railfans Assn., 224 pages, 8½x11", with over 400 illustrations and hard-cover binding, is published by CERA, P.O. Box 503, Chicago, Ill. 60690 and sells at $10. More than two years in the making, this well-balanced story justifies the time expended by the brilliant group of traction devotees who prepared it. Ohio's upper right corner pioneered in the development of electric railways. Especially interesting are the accounts of numerous interurbans that linked up sparsely populated places but were certain to fail when the automobile arrived. One such line folded up as early as 1908. Besides tracing history from the early Cleveland experiments to the Rapid Transit Era, the book carries six full-page photos in color, also facsimilies of old schedules, transfers, and tickets, and complete rosters of equipment.**

***Atwood's Catalogue of United States and Canadian Transportation Tokens*, (second Edition), 460 pages, 6x9", with hard-cover binding, was published by American Vecturist Assn. and is sold by J. M. Kotler, 725 Greenleaf Ave., Glencoe, Ill. 60022, at $7.50 per copy. Substantial increases in the numbers of collectors of trolley, bus, and transportation tokens has led to this publication, which describes and gives the approximate value of every known transportation token issued in the U. S. and Canada up to 1963, plus an index.**

Included is a history of the token, dating back to its original use as a means of entry into old walled cities of Germany during the Middle Ages. In the United States they were used for highway tolls and then on horsecars and today's transit vehicles. Incidentally, the word *vecturist* is derived from the Latin *vectura*, meaning "passage money."

***Interurban Limited*, your *Transit Topics* editor's pictorial book on very old Ohio interurban photos, illustrated with 74 views from the McKinley Crowley collection, has been reprinted to sell at lower price. Since the 1960 edition sold out, museums have been demanding this publication. The reprint, same as the original, may be had for $1 from Felix E. Reifschneider, P.O. Box 88, Fairton, N.J. 08320.**

Wide-gage Cincinnati trolleys, year 1916. This photo was found in a family album by Grant V. W. Roth, 1440 Sheridan Road, Wilmette, Illinois.

Collection of Stephen D. Maguire

One of two funeral cars operated by the Cleveland Railways: both were painted black, and charter fees ranged from $10 to $15. This photo is used in the new CERA *Bulletin 108*. (A former Los Angeles funeral car is pictured on page 6.)

BURNING MOUNTAIN

fiction story by SI STODDARD

YOU never know what a guy is made of until you see him in action. This talk about appearance may be all right for a clothing manufacturer, but in railroading it's about as useful as a defective air pump on a mountain grade.

We were laying track through the Bitter Roots of Montana, in country where a spark from an engine stack could set the whole woods afire, only it couldn't happen in our case because No. 736, the Ten-wheeler we used, was equipped with a spark arrester. Even so, we had to watch her firebox and we had to be careful, too, about such things as camp fires and cigarettes.

I ran the construction engine, and a blond young fellow named Jimmy Shaw was firing for me. Jimmy didn't know much about locomotives before coming to me—he'd been stuffing the firebox of a steam shovel—but I needed a man real bad and I hadn't time to send to

Alberton for one, and so I hired him.

Jimmy wasn't much to look at. Tall and thin he was, with ears a size too large, but he caught on quick to the job of firing the 736. I liked him for that. Another thing I admired about Jimmy Shaw: he was fond of dogs. Anyone who goes for dogs is a friend of mine.

I remember the time a redheaded hogger named "Red" Gaffney borrowed a hound from somebody or other and set out after birds. Things didn't break just his way—birds were scarce and the hound wasn't working to suit him—so Red fired a load of buckshot at his tail. Jimmy found the poor beast moaning and running around in circles. He picked out the lead slugs patiently, one at a time, and then put on some medication and bandaged the tail. After that he raised hell with the carrot-topped engineer. Words led to blows, and Red came out second best; he never liked Jimmy a damn bit after that.

The kid had been with me almost two years and our pike was nearing completion. A big bore on top of the hill had been finished for several months and the company was ready for a passenger run west of Butte. We were all greatly relieved because the woods hadn't gone up in flames. A couple of grass fires got started, nobody knew how, but were stamped out quickly.

Jimmy stayed with the work train and me until they put on the helper engine at Haugan; then Superintendent Marsh assigned him to that, with Gaffney as hogger. When I heard about it, I rather expected trouble, but for a long time things ran smoothly—at least, so far as I knew.

Then tragedy struck. A big fellow named Jeff McDonald was killed while switching cars in the Alberton yard. We took the body to Iowa for burial and thought that his widow would remain back there with her relatives. She didn't. One fine morning who should get off at Haugan but the plump widow McDonald and her two kids, a boy and a girl? It seemed that Jeff had left her $1,500 in life insurance and with this she opened a boarding-house.

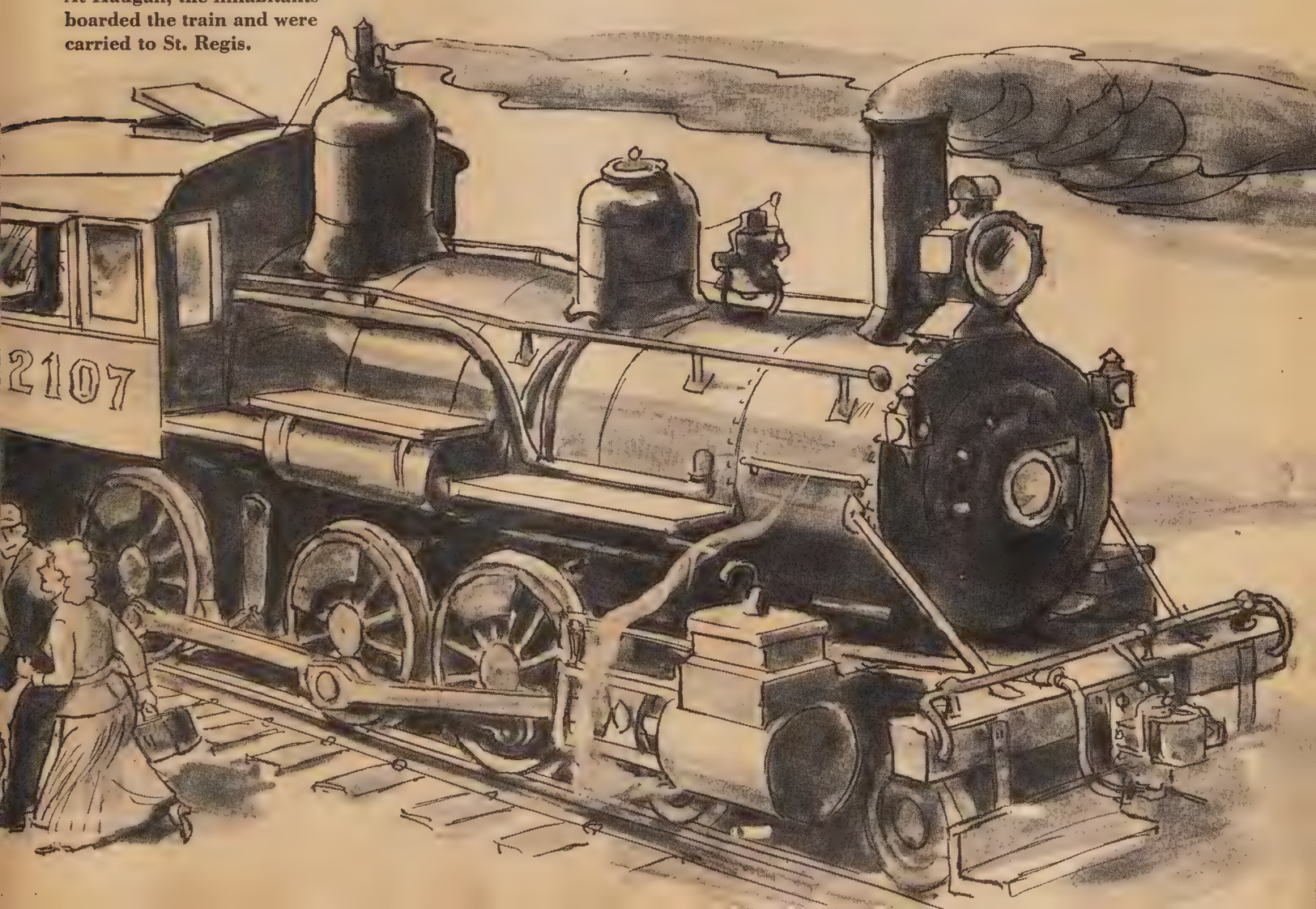
The place proved a success from the start, and it wasn't long before the lady's cooking was known from one end of the division to the other. Being on a passenger run, I didn't stop at Haugan long enough to sample her meals, but Jimmy Shaw would drop over to the little frame depot every so often and slip us some of Mrs. McDonald's apple turnovers. Jimmy was thoughtful and generous. I wondered why he had no steady girl friend.

THE SUMMER after I went into passenger service a cute little trick named Dorothy Morton showed up. She was a niece of old Hezekiah Marsh, our division super. As near as I could find out, Dorothy's parents had died when she was a tiny tot and her only known relative, Uncle Zeke, took it upon himself to bring her up. He sent her to a small college in Ohio; she had just graduated and was now spending a vacation in the mountains. As Superintendent Marsh was up and down the line most of the time, he arranged for the girl to stay with Mrs. McDonald at Haugan.

Even before her arrival, the McDonald boarding-house had been popular; but after that—well, it appeared that every young fellow in train and engine service on the west end tried his best to tie up at Haugan. Even "Slim" Phelps, who'd probably never caught a fish in his life, suddenly took a notion to pick Lost Creek for that sport because it was the nearest stream to the McDonald place, and he dropped into the boarding-house for an early supper, obviously in hopes of meeting old Zeke's niece.

That gal really had the bunch running wild without signals. But for several trips after her arrival Jimmy Shaw failed to show up when my train

At Haugan, the inhabitants boarded the train and were carried to St. Regis.



steamed into town. One hot autumn day, though, he came down to the depot, smiling and erect, with Dorothy Morton on his arm.

Now, I'm a happily married man. I think quite a bit of the lady who's been my side-kick for the past thirty years but I will say that something about Dorothy brought back my lost youth. A shapely thing she was, well built in front as a woman should be, with a yellow sleeveless blouse and a tight-fitting skirt of olive green that molded the kind of rear end you secretly admire when a gal is walking away from you.

Her big, wondering, hazel eyes seemed to bore right into me. I liked her golden brown hair, too—not a wig, like so many women of all ages wear today. The way it was fluffed up made me want to run my hand through those curls. I could see from Jimmy's possessive glances what was on his mind; and that evening as I pulled out of town I couldn't help thinking what a fine-looking couple they made. Liking the lad as I did, I told myself—with no real proof to back it up—that wedding bells would ring out for them some day.

Despite all the competition for Dorothy's time and attention, I couldn't see it any other way. I know that firemen got pretty good money and that Jimmy was saving a large part of his. Practically every month he'd slip me what was left of his check, after paying for board, lodging, and other expenses, and I'd deposit it for him at the Deer Crossing bank. Another thing: he was making good on the left-hand side and was about due for a promotion. Women think of such things, but the female of the species is said to be fickle.

I didn't see Jimmy Shaw for about a week after that. Then one day when there was a thick autumn haze in the air, the kind that has been known to precede a forest fire, he climbed into the cab with me and rode as far as the hilltop. I could see there was something on his mind. Jimmy didn't say much at first, but after I got the 736 hooked up properly he spilled out his troubles. His girl seemed to have changed. She was more restrained in making dates with him and Jimmy sensed a certain chill in her greetings.

This may have been real or imaginary, but the truth came out that Red Gaffney was making a play for the same girl and had cut in with sweet talk and downright lying. Jimmy was both mad and worried. Jealous, too.

I didn't have all the particulars of the case, only Jimmy's version, but I had worked with him so long that I was willing to take his word. Whatever I told Jimmy that day doesn't make any difference now, but when he left me that tallowpot had his mind made up. He'd stage a real fight for the girl.

AROUND that time, most of the boys lost hope. Gradually they dropped out of the race, leaving Jimmy and Red to run neck and neck. Say, I've heard of love in my time, but that contest had all such cases backed into the clear by a train-length. The affair got to be so interesting that "Dad" O'Leary put up a blackboard in his place at Avery on which to tab the bets the men were making.

At first it was even money, but after a while Red's supporters began giving odds. I was on Jimmy's side. To make my stand clear, I dug up one hundred bucks and sent them over with Mackedon to play on Jimmy's chances.

As my train didn't tie up at Haugan, I had to take the other fellows' word as to how things were progressing.

Girls are strange creatures. Just as soon as they get a bunch of fellows loony over them they pull stunts that would make a Mallet jump the track. Take Dorothy, for example. After convincing Jimmy he was good for thirty miles on a mountain grade, she swung over to Red Gaffney, a hogger who was getting bigger pay, of course, than any mere fireman.

Jimmy didn't tell the gang how he felt but kept plugging along. Red, on his part, was playing with no holds barred. Hardly a day passed but what a box of candy, flowers, a book, or something else didn't arrive from Missoula for Dorothy Morton. He even gave her an elegant gold locket. Jack Mackedon, who saw it, said it had a small portrait of Gaffney on one side while the other showed a miniature shot of the 2107 he was running.

All signs pointed to Red Gaffney having the inside track. Judging from what I heard of Dorothy's reaction, it was cut and dried. Slim Phelps, who had covered my $100, was beginning to yelp for his money; but Dad O'Leary, in charge of the betting stunt, ruled that all wagers stood until after the wedding.

THEN, early in Ocober came the big fire. There was quite a lot about it in the papers.

Some fellows belonging to a bridge and building gang noticed a reflection over in the direction of Deer Crossing. Nothing was thought of it at the time, but next morning there was no sunrise — the air was too full of blue smoke.

Everyone in Haugan quickly began packing what belongings he or she could carry and made ready to move. The last message the telegraph operator received before his wire went dead was that two bridges west of Tunnel 26 had gone down and the whole mountain side was a mass of fire!

Adding to the terror, a second blaze sprang up this side of Haugan, creeping toward the town from the direction of Nine Mile. If ever a burg looked doomed, that was the place! Mackedon told me afterward he'd never seen so much praying before in his life.

The bridge and building outfit at Bryson left their rail cars in on a blind siding, but the crew got busy and spiked in a switch. Red and Jimmy, on engine 2107, ascended the hill, picked them up, and hauled the outfit to Haugan. There the inhabitants were loaded on and brought to St. Regis, where I had been tied up with my train on orders from the chief dispatcher.

When they arrived at St. Regis we transferred them to the coaches on my train. Even with all the excitement going on and while a thick smoke cloud filled the air, making breathing difficult, I couldn't help but notice that Dorothy looked as neat and fresh as if she had just stepped from a French boudoir. It seemed she was flinging a challenge at Fate. Her breasts jutted out as boldly as ever, she had on a neat close-fitting yellow skirt, and she carried herself proudly. Her eyes, though, reflected some of the terror that filled the other passengers, as we left St. Regis.

I was just about to open the throttle to leave Alberton when the operator ran up with a message from the chief dispatcher asking if Superintendent Marsh was among the refugees. Old Zeke had gone up the slope earlier in the day to inspect some work being done on the tunnels.

A search of my train showed he was not among the passengers. The only thing learned was that he had been seen walking up the track toward the big tunnel that morning. One thing certain, Dorothy's uncle was up there on a blazing mountain! It was hardly possible he could be alive. Still, there might be a chance that, in case he discovered the blaze in time, he'd taken refuge in a tunnel.

THERE was talk of a rescue party, but those who had just come through the sea of flames had no desire to try again. It was tough to stand there and think of the old fellow up in that

hell-hole. He had been with us since the road was started and was one of the squarest men I knew.

Jimmy Shaw remained quiet while the rest were talking, but all of a sudden he asked, "Who'll fire 2107 for me if I go up there after the Old Man?"

Half a dozen volunteers stepped forward. They say there's no fool like an old one, which probably accounts for the fact that I was among them.

Jimmy placed his hand on my shoulder and said: "Stodd"—he used to call me Stodd when he wanted to be real confidential—"Stodd, you beat it over to your own engine. You must get those women and kids to Alberton. I'd like to have you with me, but you've got to drive your own train out of the woods."

Why I turned back to my engine is more than I can say; it must have been the way he put it to me. All this time Red was standing a short way off, talking to Dorothy, who was obviously worried about her uncle. Red told her that everything would be all right, but sweat formed beads on his forehead. Then, stepping up to Jimmy, he growled:

"If you think you're goin' to take the 2107, you're as wrong as hell. I'm in charge of that 'gine, an' I'm not letting a nutty tallowpot burn her up."

"Well," said Jimmy, frosty like, "if you don't want me to take her up, why not do it yourself? I'm willing to fire."

"I haven't gone crazy yet, even if you have," Gaffney replied. "No one can go up there an' come out alive. If you want to risk your neck, that's your business, but the 2107 stays here."

He didn't talk loud enough for Dorothy to hear, but I noticed that Jimmy was beginning to slip. His face turned red, then pale, and his fingers were twitching. At length he blew up.

"I don't give a damn for your opinion, or if the road loses an engine. There's an old man up there on that mountain and I'm going after him with the 2107." Turning to those who had volunteered to accompany him, Jimmy called out: "Come on, fellows." And he headed for the Ten-wheeler.

Gaffney, swearing a blue streak, jumped at the fireman, but Dad O'Leary grabbed Red by the neck and started him for the side lines with the aid of a No. 10 shoe.

THAT ride of Jimmy's would make a great story for the movies. Besides himself, there were two volunteers. Previous to leaving town, Jimmy filled the tank and then robbed the section house of all its blankets. These he spread around the cab. While one of the men looked after the firing the other attempted to keep the blankets wet with water from the tank.

Afterward, Jimmy never said much about the trip; but Danny McGillvary, who went along as fireboy, told me about it afterward. They struck the real blaze this side of Nine Mile. Before getting that far, the timber didn't come close enough to the tracks to cause much trouble. Still, the heat was anything but comfortable.

From Nine Mile on, according to Danny's description, the run was a nightmare. With ties burned out and rails bent by heat, the old 2107 rolled like a boat. Only an act of Providence kept them out of the ditch.

When they reached Haugan the coal chute and everything else was a mass of smoldering ruins. They had just cleared the small timber trestle, a mile west of Haugan, when it fell in. Had they attempted it a moment later their trip would have ended right there.

The heat was getting worse all the time. To touch the handrail or any of the other metal parts around the boiler was like grabbing a hot coal. The headlight casing melted away, the gage glass burst. Jimmy shut off the valves and took a chance on his water.

Although the heat burst out the cab windows, Danny said, my friend didn't seem to notice it but continued to sit there with his blistered hand on the throttle, peering ahead through the suffocating smoke. Once he called Danny over to his side of the cab to say that if Mr. Marsh were anywhere this side of the big bore he must be in Tunnel 19.

No. 19 was a short bore about midway between Haugan and the big tunnel that marks the upper end of the Bitter Roots divide. The uselessness of seeking refuge there was quite plain, as the short underground passageway proved nothing less than a flue for the holocaust that raged around it. With the wind blowing from the east, the deep cut leading to the tunnel carried the flying sparks up to the mouth and the blast shot them through. According to Danny, No. 19 was the shortest bore but nevertheless the hottest.

No. 2107 squeaked and groaned at the punishment inflicted upon her. Water was getting low in the tank, but to stop bailing it about the cab was out of the question. Jimmy motioned Danny to his side.

"Danny," he yelled, "if Mr. Marsh is out along this grade anywhere it won't do us any good to find him now. The only thing we can hope for is that he's near the big tunnel. And, Danny," he added, "if we don't get there pretty soon ourselves this old mill is going to run short on water—and you know what that means!"

The 2107 began to lag noticeably about that time. Jimmy had her hooked about halfway up but soon had to work the reverse toward the corner.

Only two and one-half miles more and they would be at the big tunnel—and safety! The timber, which so far had been heavy along the right-of-way, now thinned out to make way for slide rock. While this didn't burn, it stored up a world of heat and was as bad as the flames themselves.

The 2107 was acting queerly now, getting more logy all the time, but she didn't give up until a mile east of the tunnel. There she let out a groan and quit. Seeing she was done for, the men started up the grade on foot.

I REMEMBER reading a story once about some fellows who got lost in a desert and ran short of water; how their tongues parched for want of a drink, and how the alkali choked and blinded them. Somehow the story came into my mind when Danny described that grueling trip up the hill.

They got just as thirsty as those desert chaps and the ground under their feet just as hot. Besides this, the air was full of smoke. Eyes became bloodshot and sore. Everything they looked at was through a bluish-brown, shifting, choking haze.

They had gone possibly half a mile when Jimmy, who was in the lead, tripped over something and nearly fell. The next moment he was down on his knees, shaking a helpless form and yelling at it to come to life.

There lay Superintendent Marsh, his hair and mustache singed, just as he had fallen when overcome by smoke. The three volunteers had their hands full during the time it took to reach the tunnel, tugging the unconscious form between them.

At length they laid their human burden gently on the track in the relatively cool darkness of the tunnel.

Although exhausted themselves, they set to work frantically to resuscitate the seemingly lifeless form; and in the course of an hour their labor was rewarded.

While still in a weakened condition, old Zeke Marsh was able to tell how he had started out on foot from Bryson that morning; how the fire seemed to

spring up around him. Realizing the danger, he had headed for the big tunnel, knowing it to be his only chance of escaping death. Then, with the goal almost within his reach, he felt himself growing weaker.

After the superintendent had been made as comfortable as possible, Jimmy left him in care of the other two men of the rescuing party and started for the far end of the tunnel to ascertain if there were others in the place.

Ten minutes later Danny's attention was attracted by shouts coming from the interior. Going in to investigate, he found Jimmy lying across the track, unable to get up. In that darkness the fireman had tripped and fallen—in such manner as to break a leg.

Meanwhile, the fire gained such headway that Federal troops from the nearest barracks were sent to fight it. They reached the tunnel the next day and rescued the little party holed up there, who had got mighty discouraged.

The pain from Jimmy's injury had started a high fever. He and Zeke Marsh were moved to the hospital at Missoula, where Jimmy spent several days in a delirium, raving about fires, engines and a girl named Dorothy.

MEANWHILE, smarting under the defiance of his authority as engineer, Red Gaffney had promptly filed a report charging Fireman James Shaw with insubordination and the destruction of company property, namely a locomotive. But his charges didn't stick. In fact, they boomeranged against him. The story of Jimmy's doings soon spread over the entire division, and when it leaked out that Gaffney had turned him in, the kind of welcome shown to Red by the rest of the gang took on the attributes of an icicle suffering from ague.

In fact, the bunch got so mad that Gaffney drew his time one day and left for parts unknown. That in itself was all right with me, but I nearly threw a fit when word came from Missoula that Dorothy Morton had gone away with him. Women, they say, are unpredictable. But what such a delectable dish as Dorothy could see in a heel like Red was more than I could fathom. I just had to find out for myself.

As soon as I could get a man to relieve me I laid off for a round trip and went to Missoula, where Jimmy was hospitalized. I wasn't in a good state of mind to visit a hospital. Still, I had to get it out of my system. So I eased myself into Jimmy's room real quiet like, but the tallowpot spotted me at once.

"Hello, Stodd!" he cried. "Just the man I want to see."

Jimmy asked me a thousand questions, more or less. After I had answered as best I could, he settled back with a satisfied air to tell me of a talk he'd had the day previous with Mr. Marsh. The latter, after a few days in the hospital, had sufficiently recovered from the effects of his unpleasant experience to be up and moving about.

"He came right in here," Jimmy informed me, "and said he couldn't begin to thank me for what I had done, and a lot of stuff like that. Told me not to worry about the 2107 burning up, as he would attend to that business, but"—Jimmy's eyes glistened as he spoke—"that wasn't the best thing he said!"

For a moment I thought my heart would jump out of my mouth. I became fidgety because I felt sure that Jimmy hadn't been told yet of Dorothy's disappearance and I dreaded the ordeal of telling him myself.

"And what was that?" I gasped.

The patient grinned. "He said I had the makings of a damn fine hogger."

"You have," I agreed weakly, and I must have had a worried look, "but didn't he say anything about Dorothy?"

"Oh, that?" Jimmy smiled again. "Those rumors about her vanishing are a lot of baloney. Dorothy and I were married in this very room two days ago. So you, too, thought she'd gone off with Gaffney?" He chuckled audibly. "Well, she didn't. Right now my little bride is on the south side of this city fixing up the home her uncle gave us for a wedding present."

Grunting with amazement, I sat down hard on the spotlessly white bedspread. It was good to know that the golden-haired beauty who wore tight skirts to show off a superb figure had finally come to her senses on the side of a burning mountain. •

7,600 MILES BY RAIL

by Art Knowles

MY MAIN objective was to represent *Railroad Magazine* at the annual convention of the National Railway Historical Society in Portland, Oregon. In order to get there and back, and enjoy various detours and stopoffs en route, I planned an itinerary over seven railroads—the New York Central, the Canadian National, the Great Northern, the Southern Pacific, the Western Pacific, the Rio Grande, and the Burlington—a total of about 7,600 miles.

Starting at Grand Central Terminal, only a block from the *Railroad Magazine* office, I took the *Empire State Express* to Buffalo. While the equipment was not up to the standard of Nov. 7, 1941, the first run of that train, it was good and the personnel were courteous. The food was satisfactory, the slot-machine food-dispenser popular, and the roadbed smooth, with much welded rail.

After World War II, the Central spent several million dollars on new equipment. For a while the *Empire* was well patronized. Then, as everybody knows, passengers began deserting the railroad, especially after completion of the tax-free New York State Thruway. I do not criticize the Central for not throwing more millions down the drain, the facts of life being what they are; it has done well by the people who still ride trains.

Next on my schedule was Toronto, but in order to get there I had to take a bus, due to curtailment of Toronto, Hamilton & Buffalo passenger service. Riding the Toronto subway, I found it modern and comfortable. Accoustic ceilings help to keep the cars quiet. The station walls are clean, attractive, and free of advertisements. The present 8-mile line is being extended.

Then I rode the Canadian National to find out what this government-owned system was doing in its aggressive hunt for passengers. What I saw pleased me. The fares are low, the equipment fine, the meals excellent—and free to Pullman riders—and the full-length dome cars, recently from the Milwaukee, add much to the pleasure of travel. Personnel seem to lean over backward to do things for you.

I rode the locomotive cab over one division and was intrigued by radio-communication with the engineer of an approaching train, the CTC meets, rugged scenery, and the wildlife, including a bear cub ambling off into the brush. One conductor told me that the CN's passenger revenue had risen 104 percent since 1961.

At Vancouver, Wash., I saw the Zoo train, a nice midget railroad. The ride from Vancouver to Seattle on a Great

The author in his railfan-trip regalia.

Northern pool train delighted me; equipment was not the latest but good. I enjoyed the well-kept station gardens we passed—such things are rare today. At Seattle I rode the Monorail, of course. It is only a short ride, not fast, and rather bumpy. Fare, 25 cents. Another GN pool train took me to Portland for the convention.

The NRHS boys there and at Tacoma put on a fine show. I had fun on all their trips and at the banquet. The area has five railfan clubs, three of them electric traction. What they have done at Glenwood Trolley Park in only three years is amazing. It represents a lot of effort: several Portland cars, one from England, even one from Australia, and already about 2,000 feet of track under wire. The Sunset Line steam train, which I saw the same day, is very much worthwhile. It operates between Banks and Veronia, an ex-logging railroad with spectacular horseshoe curves and trestles.

The Peninsula Terminal Railway, which we visited next, was disappointingly not under steam, the crew being on duty elsewhere. We did see a Union Pacific derailment on our way back to Portland. Half a dozen freight cars were ditched. As we went by, the big hook was working on them. Our Labor Day trip on the Longview, Portland & Northern included flatcars protected with railing and superb views of two snow-capped mountain peaks, Hood and Helena. A Vancouver reporter came along on the trip and wrote it up for his paper.

I had juggled my itinerary to ride the season's last trip of the *Shasta Daylight*. That SP train probably won't run next season or any other season, because of dwindling patronage. It used to have 20 loaded cars; there were only 8 that day. The *Shasta Daylight* run was long, 715 miles, from 8:35 a.m. to 12:45 p.m. You could hardly blame people, aside from tourists and railfans, for not taking it; planes cover the same distance in less than two hours.

At San Francisco I visited the 4½ miles of test track of Bay Area Rapid Transit, and liked it. The gage is 5'6" which, according to tests, would give the cars the safest and smoothest ride. The line is to be automated, including ticket collection. The neat plastic seats are very comfortable, but I couldn't help wondering what would happen to them if exposed to the pen-knives and lipsticks of teen-agers. Other cities with transit problems are watching the BART project with keen interest. On the inspection tour with me were a South African railwayman and two Japanese.

I also rode San Francisco's famous cable-car line, of course, and enjoyed the novelty. At the SP station near one end of the line I counted 36 double-decker gallery-type railroad cars and other commuter coaches waiting for the evening rush.

My vacation time being limited, I took a jet plane to Los Angeles—370 miles in 45 minutes. The return flight to San Francisco started an hour late. Those airports cost taxpayers a lot of money. While at Los Angeles I visited my son and his family, and Disneyland, where I rode the steam train. Walt Disney's Monorail is a bit faster than the one in Seattle and the one that ran in the amusement area of the New York World's Fair. Disneyland is a marvelous place. Walt himself wrote an article for the October '65 issue of *Railroad Magazine*. Two of his right-hand men, "Jerry" Best (now retired) and Ward Kimball, were featured in our magazine's series of *Interesting Railfans*.

I was impressed with the beauty of Los Angeles Union Station, which the railroads paid for. Back in San Francisco, I boarded the *California Zephyr* to satisfy a long-cherished wish to see Feather River Canyon from the windows of that elegant train. The scenery all the way to Denver is some of the grandest I've ever seen—which I could not have viewed from a plane zooming above the clouds. The three roads operating the *Zephyr* do a great job in making travel a pleasure.

Stopping off at Denver, I visited the interesting Colorado Railroad Museum in nearby Golden—something I would not have wanted to miss—and met its general manager, Bob Richardson (*Interesting Railfans* No. 20). Bob rides herd on several old steam locomotives, a couple of trolley cars, other outdoor equipment, and a perfectly fabulous collection of railroadiana inside.

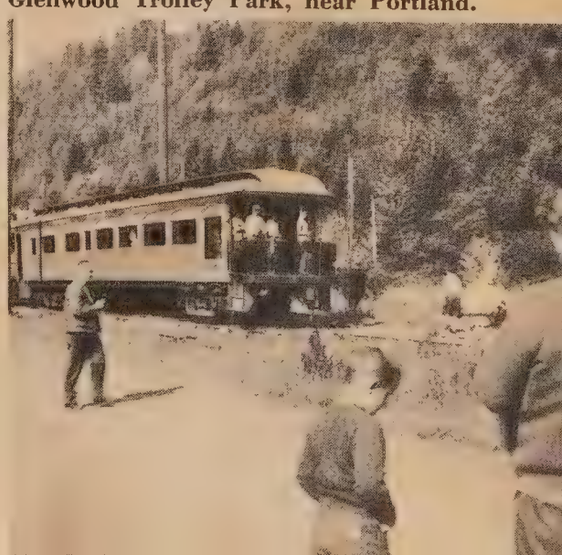
I also inspected the display of Singing Rails, Inc.: an ex-Colorado & Southern steam loco, No. 51; an ex-UP business car, and a coach. That official "chariot" is a honey: inlaid mahogany, open end observation, living quarters, an unusual set of maps on rollers. Built in 1880, the car was used by UP brass collars until 1939. Then it was retired and sold to the daughter of the road's chief surgeon, who had a house built around it. Dr. James R. Arneil, one of the two partners of Singing Rails, Inc., bought the house in order to get the car and rehabilitate it.

The next leg of my journey was aboard the *Denver Zephyr* and its Slumbercoach. Only the B&O, New York Central, NP, and "Q" have Slumbercoaches. I found them as comfortable as a roomette but smaller. When I was having breakfast, the *Zephyr* gave a sudden jolt; the engineer almost made an emergency stop and barely avoided hitting an automobile that stalled for a while on the track but got off in time.

While in Chicago I managed to visit all six of the city's major railroad stations; and after that I returned home on the *Twentieth Century*. My entire trip lasted three weeks and I enjoyed every minute of it. ●

"I rode San Francisco's famous cable-car line, of course, and enjoyed it."
These two photos by the author

Glenwood Trolley Park, near Portland.



BALTIMORE & OHIO RAILROAD

All-time diesel locomotive roster compiled by Sy Reich

Class	Ex Class	Road Nos.	Orig. Class	Original Road Nos.	HP	Builder	Bldr's Model	Wheel Arngt.	Tract. Effort	Weight	Year Built	Notes
——	PE-1	1400-1406	DP-5	82, 82A-86, 86A even, 88	1500	GM-EMD	F3A	B-B	60,850	243,400	1947	1, 2
——	——	——	DE-1	50	1800	EMC	EB	A1A-A1A	?	?	1935	3
——	——	——	DE-2	52 (1st)	1800	GM-EMC	EA	A1A-A1A	?	?	1937	4
E-6	PE-2	1407-1410	DP-3	52 (2nd), 57-59	2000	GM-EMD	E6A	A1A-A1A	53,200	313,300	1940	5
E-6	PE-2	1411-1414	DP-3	60-63	2000	GM-EMD	E6A	A1A-A1A	53,200	313,300	1940	6
E-7	PE-3	1415-1418	DP-4	64, 64A-66, 66A	2000	GM-EMD	E7A	A1A-A1A	53,500	315,000	1945	6
E-7	PE-3	1419-1432	DP-4	68, 68A-80, 80A even only	2000	GM-EMD	E7A	A1A-A1A	53,500	315,000	1945	6
E-8M	PE-4	1433-1437	DE-2	51, 53-56	1800	GM-EMC	EA	A1A-A1A	55,850	329,000	1937-8	7
E-8	PE-5	1438-1441	DP-6	90, 90A, 92, 92A	2250	GM-EMD	E8A	A1A-A1A	55,850	329,000	1950	
E-8	PE-5	1442-1445	DP-6	94, 94A, 96, 96A	2250	GM-EMD	E8A	A1A-A1A	55,850	329,000	1950	
E-8	PE-5	1446-1453	DP-6	26, 26A-32, 32A even only	2250	GM-EMD	E8A	A1A-A1A	55,850	329,000	1953	
E-9A	PE-6	1454-1457	DP-8	34-40 even only	2400	GM-EMD	E9A	A1A-A1A	56,875	335,000	1955	
SD-7	——	1826	FS6E-1	7400 (1st)	1500	GM-EMD	SD7	C-C	93,200	372,800	1953	8
SD-7	——	1827-1830	FS6E-2	7401-7404 (1st)	1500	GM-EMD	SD7	C-C	92,500	370,000	1953	
SD-9	——	1831-1837	FS6E-3	7405-7411 (1st)	1750	GM-EMD	SD9	C-C	92,500	370,000	1954	
SD-9	——	1838	FS6E-4	7412 (1st)	1750	GM-EMD	SD9	C-C	97,425	389,700	1954	
SD-9	——	1839-1840	FS6E-5	7413-7414 (1st)	1750	GM-EMD	SD9	C-C	91,750	367,000	1955	
——	PE-1X	2400-2406	DP-5X	82X, 82AX, 84X, 84AX, 86X, 86AX, 88X	1500	GM-EMD	F3B	B-B	61,925	247,700	1947	2, 9
E-6	PE-2X	2407-2409	DP-3X	57X-59X	2000	GM-EMD	E6B	A1A-A1A	51,450	303,000	1940	
E-6	PE-2X	2410-2413	DP-3X	60X-63X	2000	GM-EMD	E6B	A1A-A1A	51,450	303,000	1941	
E-8M	PE-4X	2414-2419	DE-2X	51X-56X	1800	GM-EMC	EB	A1A-A1A	53,750	319,000	1937-8	11
——	PSE-1	3400-3406	RSE-4C	740-746	1500	GM-EMD	GP7	B-B	64,500	258,000	1953	12
——	PSE-2	3407-3412	RSE-9C	747-752	1750	GM-EMD	GP9	B-B	63,275	253,110	1956	13
——	PSE-2	3413-3425	——	——	1750	GM-EMD	GP9	B-B	63,275	253,110	1956	13
GP-35	——	3500-3519	——	——	2500	GM-EMD	GP35	B-B	51,000	260,000	1964	
GP-35	——	3540-3559	——	——	2500	GM-EMD	GP35	B-B	51,000	260,000	1964	
FA-1	FA-1	4000-4005	DF-7	801, 801A-805, 805A odd only	1600	Alco-GE	FA-2	B-B	61,625	246,500	1950	2
FA-1	FA-1	4006-4007	DF-7	807, 807A	1600	Alco-GE	FA-2	B-B	61,625	246,500	1950	2
FA-1	FA-1	4008-4017	DF-7	809, 809A-817, 817A odd only	1600	Alco-GE	FA-2	B-B	61,625	246,500	1950	2
FA-1	FA-1	4018-4023	DF-7	819, 819A-823, 823A odd only	1600	Alco-GE	FA-2	B-B	61,625	246,500	1952	
FA-1	FA-1	4024-4026	DF-7	825, 825A, 827	1600	Alco-GE	FA-2	B-B	61,625	246,500	1952	
FA-1	FA-1	4027-4031	DF-7	827A, 829, 829A-831, 831A odd only	1600	Alco-GE	FA-2	B-B	61,625	246,500	1952	
FA-1	FA-1	4032-4037	DF-7	833, 833A-837, 837A odd only	1600	Alco-GE	FA-2	B-B	61,625	246,500	1953	
——	FB-1	4200-4201	DF-9	847, 849	1500	BW	DR 4-4-1500	B-B	65,300	261,200	1949	2, 14
——	FB-2	4202-4212	DF-8	851, 851A-859, 859A, 861 odd only	1600	BLHW	RF-16	B-B	63,250	253,000	1950	2
——	FB-2	4213-4215	DF-8	861A, 863, 863A	1600	BLHW	RF-16	B-B	63,250	253,000	1950	2
——	FB-2	4216-4220	DF-8	865, 865A, 865-869, 871	1600	BLHW	RF-16	B-B	63,250	253,000	1952-3	2
——	FE-1	4400-4405	DF-1	101, 101A-105, 105A odd only	1350	GM-EMD	FTA	B-B	57,375	229,500	1942	2
——	FE-1	4406-4411	DF-2	107, 107A-111, 111A odd only	1350	GM-EMD	FTA	B-B	57,375	229,500	1943	2
——	FE-1	4412-4413	——	——	1350	GM-EMD	FTA	B-B	57,375	229,500	1945	2, 15
——	FE-2	4420-4459	DF-3	113, 113A-151, 151A odd only	1500	GM-EMD	F3A	B-B	59,700	238,800	1948	2, 16
F-7A	FE-3	4460-4479	DF-5	153, 153A-171, 171A odd only	1500	GM-EMD	F3A	B-B	61,875	247,500	1948-9	17
F-7A	FE-3	4480-4493	DF-5	180, 180A-192, 192A even only	1500	GM-EMD	F7A	B-B	61,875	247,500	1949	17
F-7A	FE-3	4494-4507	DF-5	231-237 odd only, 239, 239A-247, 247A odd only	1500	GM-EMD	F7A	B-B	61,875	247,500	1950	17
F-7A	FE-3	4508-4523	DF-5	249, 249A-263, 263A odd only	1500	GM-EMD	F7A	B-B	62,875	247,500	1950	17
F-7A	FE-3	4524-4539	DF-5	265, 265A-279, 279A odd only	1500	GM-EMD	F7A	B-B	62,875	247,500	1950	
F-7A	FE-3	4540-4559	DF-5	281, 281A-297, 297A, odd only, 361, 361A	1500	GM-EMD	F7A	B-B	62,875	247,500	1951	
F-7A	FE-3	4560-4571	DF-5	363, 363A, 365, 365A, 367-374	1500	GM-EMD	F7A	B-B	62,875	247,500	1950-1	
F-7A	FE-3	4572-4589	DF-5	929, 929A-945, 945A odd only	1500	GM-EMD	F7A	B-B	62,875	247,500	1952	
F-7A	FE-3	4590-4605	DF-5	947, 947A-961, 961A odd only	1500	GM-EMD	F7A	B-B	62,875	247,500	1952	
F7A	FE-3	4606-4618	DF-5	963, 963A-973, 973A odd only, 975	1500	GM-EMD	F7A	B-B	62,875	247,500	1952	

Baltimore & Ohio engine terminal at Ivy City, Washington, D.C., showing old No. 82 and another GM-EMD unit on the table.

F-7A	FE-3	4619-4636	DF-5	977, 977A-993, 993A odd only	1500	GM-EMD	F7A	B-B	62,875	247,500	1953	
—	FE-4	4637-4643	PE-1	1400-1406	1500	GM-EMD	F3A	B-B	60,850	243,400	1947	1, 2
F-7A	FE-3	4644-4650	—	—	1500	GM-EMD	F7A	B-B	40,000	247,000	1950	19
F-7A	FE-3	4651-4654	—	—	1500	GM-EMD	F7A	B-B	40,000	247,000	1951	19
FA-1X	FA-1X	5000-5003	DF-7X	801X-807X odd only	1600	Alco-GE	FB-2	B-B	61,625	247,200	1950	2
FA-1X	FA-1X	5004-5009	DF-7X	809X-817X odd only, 817AX	1600	Alco-GE	FB-2	B-B	61,625	247,200	1950	2
FA-1X	FA-1X	5010-5012	DF-7X	819X, 821X, 823X	1600	Alco-GE	FB-2	B-B	61,625	247,200	1950	
FA-1X	FA-1X	5013-5016	DF-7X	825X, 827X, 829X, 831X	1600	Alco-GE	FB-2	B-B	61,625	247,200	1952	
FA-1X	FA-1X	5017-5020	DF-7X	833X, 835X, 837X, 837AX	1600	Alco-GE	FB-2	B-B	62,625	247,200	1953	
—	FB-1X	5200-5201	DF-9X	847X, 849X	1500	BW	DR 4-4-1500	B-B	63,775	255,100	1949	2, 20
—	FB-2X	5202-5208	DF-8X	851X-861X odd only, 865X	1600	BW, BLHW	RF-16	B-B	62,850	251,400	1952	
—	FB-2X	5209-5214	DF-8X	867X, 867AX-871X, 871AX odd only	1600	BLHW	RF-16	B-B	62,850	251,400	1953	
—	FE-1X	5400-5405	DF-1X	101X, 101AX-105X, 105AX odd only	1350	GM-EMD	FTB	B-B	57,000	228,000	1942	2
—	FE-1X	5406-5411	DF-2X	107X, 107AX-111X, 111AX odd only	1350	GM-EMD	FTB	B-B	57,000	228,000	1943	2
—	FE-1X	5412-5413	—	—	1350	GM-EMD	FTB	B-B	57,000	228,000	1945	21
F-7B	FE-3X	5420-5429	DF-5X	153X-171X odd only	1500	GM-EMD	F7B	B-B	61,875	247,500	1950	
F-7B	FE-3X	5430-5443	DF-5X	180X, 180AX-192X, 192AX even only	1500	GM-EMD	F7B	B-B	61,875	247,500	1949	22
F-7B	FE-3X	5444-5447	DF-5X	231X, 233X, 235X, 237X	1500	GM-EMD	F7B	B-B	61,875	247,500	1950	
F-7B	FE-3X	5448-5455	DF-5X	249X-263X odd only	1500	GM-EMD	F7B	B-B	61,875	247,500	1950	
F-7B	FE-3X	5456-5463	DF-5X	265X-279X odd only	1500	GM-EMD	F7B	B-B	61,875	247,500	1950	
F-7B	FE-3X	5464-5473	DF-5X	281X-297X odd only, 361X	1500	GM-EMD	F7B	B-B	61,875	247,500	1951	22
F-7B	FE-3X	5474-5493	DF-5X	363X, 363AX, 365X, 365AX, 367X, 367AX-374X, 374AX	1500	GM-EMD	F7B	B-B	61,875	247,500	1950-1	
F-7B	FE-3X	5494-5502	DF-5X	929X-945X odd only	1500	GM-EMD	F7B	B-B	61,875	247,500	1952	
F-7B	FE-3X	5503-5510	DF-5X	947X-961X odd only	1500	GM-EMD	F7B	B-B	61,875	247,500	1952	
F-7B	FE-3X	5511-5519	DF-5X	977X-993X odd only	1500	GM-EMD	F7B	B-B	61,875	247,500	1953	
—	FE-4X	5520-5526	PE-1X	2400-2406	1500	GM-EMD	F3B	B-B	61,929	247,700	1947	2, 9

F-7B	FE-3X	5527-5533	—	—
F-7B	FE-3X	5534-5537	—	—
FSB-1	FSB-1	6200-6204	RSB-1C	900-904
FSB-1	FSB-1	6205	RSB-1C	905
FSB-1	FSB-1	6206	RSB-1C	899
FSB-1	FSB-1	6207-6215	RSB-1C	890-898
GP-7	FSE-1	6400-6412	RSE-3C	910-922
GP-7	FSE-1	6413-6424	RSE-3C	720-729
GP-9	FSE-2	6425-6440	RSE-8C	675-690
GP-9	FSE-2	6441-6446	RSE-8C	691-696
GP-9	FSE-2	6447-6500	—	—
GP-9	FSE-2	6501-6510	—	—
GP-9	FSE-2	6511-6562	—	—
GP-9	FSE-2	6563-6570	—	—
GP-9M	FSE-3	6571	DF-5	245
GP-9	FSE-2	6572-6598	—	—
GP-18M	FSE-2	6599	FE-2	4428
GP-9	FSE-4	6600-6605	PSE-2	3407-3412
GP-9	FSE-4	6606-6618	PSE-2	3413-3425
GP-7	—	6693-6699	PSE-1	3400-3406
FSF-1	FSF-1	6700-6701	RSF-2C	906-907
FSF-2	FSF-2	6702-6704	RSF-11C	925-929
FSF-3	FSF-3	6705-6709	—	—
GP-30	—	6900-6976	—	—
—	FS6E-1	7400 (1st)	RSE-5C	760
—	FS6E-2	7401-7404 (1st)	RSE-6C	761-764
—	FS6E-3	7405-7411 (1st)	RSE-7C	765-722
—	FS6E-4	7412 (1st)	RSE-7CW	767
—	FS6E-5	7413-7414 (1st)	RSE-10C	773-774
SD-35	—	7400-7419 (2nd)	—	—
—	SA-1	8000	DS-1A	195
SA-2	SA-2	8010-8015	DS-9A	222-227
—	SB-1	8200	DS-21B	375
SG-2	SG-2	8301-8302	SG-2	8801-8802
SE-1	SE-1	8400-8415	DS-3E	200-215
SE-1	SE-1	8416-8421	DS-3E	216-221
SE-2	SE-2	8422	DS-2E	199
—	SG-1	8800	DS-7G	194
SG-2	SG-2	8801-8802	DS-15G	19-20
—	SG-3	8820	DS-8G	198
SA-3C	SA-3C	9000-9007	DS-5AC	534-541
SA-3C	SA-3C	9008-9018	DS-5AC	468-474, 542-545
SA-3	SA-3	9019-9025	DS-5A	475-481
SA-3	SA-3	9026-9033	DS-5A	482-489
SA-3	SA-3	9034-9037	DS-5A	490-493
SA-3	SA-3	9038-9052	DS-5A	494-508
SA-3	SA-3	9053-9077	DS-5A	509-533
SA-3	SA-3	9078-9097	—	—
SA-3	SA-3	9098-9099	—	—
SA-3	SA-3	9100-9114	—	—
SA-3	SA-3	9115-9134	—	—
SA-3C	SA-3C	9135-9144	—	—
SB-2	SB-2	9200-9201	DS-6B	414, 416
SB-2	SB-2	9202-9205	DS-6B	417-420
SB-2	SB-2	9206	DS-6B	422
SB-2	SB-2	9207	DS-6B	423
SB-2	SB-2	9208-9211	DS-6B	424-427
SB-2	SB-2	9212-9213	DS-6B	428, 430
SB-2	SB-2	9214-9215	DS-6B	431-432
SB-2	SB-2	9216-9220	DS-6B	433-437
SB-2C	SB-2C	9221-9224	DS-6BC	413, 415, 421, 429
SB-3	SB-3	9225-9249	DS-12B	438-462
SB-4	SB-4	9250-9255	DS-12BA	376-381
SB-4C	SB-4C	9256-9273	DS-12BC	382-399
SB-6C	SB-6C	9274-9278	DS-19BC	463-467
SB-5	SB-5	9366-9375	DS-14L	330-339
SB-5C	SB-5C	9376-9399	DS-14LC	320-329, 340-353
SE-3	SE-3	9400-9428	DS-20E	625-653
SE-4	SE-4	9500-9508	DS-4E	400-408
SE-4	SE-4	9509-9511	DS-4E	409-411
SE-5	SE-5	9512-9541	DS-11E	560-589
SE-5	SE-5	9542-9551	DS-11EC	550-559
SE-6C	SE-6C	9600-9607	DS-17EC	590-597
SE-6C	SE-6C	9608-9613	DS-17EC	598-603
SE-6	SE-6	9614-9621	—	—
SF-1C	SF-1C	9700-9709	DS-13FC	300-309
SF-2C	SF-2C	9710-9719	DS-16FC	310-319
SF-3C	SF-3C	9720-9721	DS-18FC	196-197
SF-4	SF-4	9722-9726	—	—

1500	GM-EMD	F7B	B-B	40,000	247,000	1950	23
1500	GM-EMD	F7B	B-B	40,000	247,000	1951	23
1600	BLHW	AS-16	B-B	61,525	246,100	1952	
1600	BLHW	AS-16	B-B	61,525	246,100	1953	
1600	BLHW	AS-16	B-B	61,525	246,100	1954	
1600	BLHW	AS-16	B-B	61,525	246,100	1955	
1500	GM-EMD	GP7	B-B	61,875	247,500	1953	
1500	GM-EMD	GP7	B-B	61,875	247,500	1953	
1750	GM-EMD	GP9	B-B	61,875	247,500	1955	24
1750	GM EMD	GP9	B-B	61,875	247,500	1955	
1750	GM EMD	GP9	B-B	61,875	247,500	1956	
1750	GM EMD	GP9	B-B	61,875	247,500	1956	
1750	GM EMD	GP9	B-B	61,875	247,500	1957	
1750	GM EMD	GP9	B-B	61,875	247,500	1957	
1500	GM-EMD	GP9 (mod)	B-B	61,875	247,500	1957	18
1750	GM-EMD	GP9	B-B	61,875	247,500	1958	
1750	GM-EMD	GP18 (mod)	B-B	61,875	247,500	1958	16
1750	GM-EMD	GP9	B-B	63,275	253,100	1955	13
1750	GM-EMD	GP9	B-B	63,275	253,100	1956	13
1500	GM-EMD	GP7	B-B	64,500	258,000	1953	12
1600	FM	H16-44	B-B	61,500	246,000	1952	
1600	FM	H16-44	B-B	61,500	246,000	1955	
1600	FM	H16-44	B-B	61,500	246,000	1957	25
1600	GM-EMD	GP30	B-B	50,000	262,000	1962-3	26
2250	GM-EMD	SD7	C-C	93,200	372,800	1953	8, 27
1500	GM-EMD	SD7	C-C	92,500	370,000	1953	27
1500	GM-EMD	SD9	C-C	92,500	370,000	1954	27
1750	GM-EMD	SD9	C-C	97,425	389,700	1954	27
1750	GM-EMD	SD9	C-C	91,750	367,000	1955	27
2500	GM-EMD	SD35	C-C	77,400	390,000	1964	
300	AGEIR	—	B-B	30,000	120,000	1925	28
660	Alco-GE	S1	B-B	49,750	199,000	1944	
660	Baldwin	VO	B-B	49,250	197,000	1941	2, 29
400	GE	44-ton	B-B	22,000	88,000	1950	42
600	GM-EMD	SW1	B-B	49,500	198,000	1940	41
600	GM-EMD	SW1	B-B	49,500	198,000	1942	31
600	GM-EMC	SW	B-B	53,000	212,000	1936	
400	GE	65-ton	B-B	32,775	131,100	1943	34
400	GE	44-ton	B-B	22,000	88,000	1950	42
500	GE	80-ton	B-B	40,325	161,300	1943	35
1000	Alco-GE	S4	B-B	57,500	230,000	1953	
1000	Alco	S4	B-B	57,500	230,000	1955	
1000	Alco-GE	S2	B-B	57,500	230,000	1943	
1000	Alco-GE	S2	B-B	57,500	230,000	1943-4	33
1000	Alco-GE	S2	B-B	57,500	230,000	1944	
1000	Alco-GE	S2	B-B	57,500	230,000	1944-5	36
1000	Alco-GE	S2	B-B	57,500	230,000	1948	36
1000	Alco Pr.	S4	B-B	57,500	230,000	1956	
1000	Alco Pr.	S4	B-B	57,500	230,000	1956	
1000	Alco Pr.	S4	B-B	57,500	230,000	1957	
1000	Alco-GE	S2	B-B	33,700	241,700	1949-50	37
1000	Alco-GE	S2	B-B	33,700	241,700	1949	37
1000	Baldwin	VO 1000	B-B	60,000	240,000	1943	38
1000	Baldwin	VO 1000	B-B	60,000	240,000	1943	38
1000	Baldwin	VO 1000	B-B	60,000	240,000	1944	38
1000	Baldwin	VO 1000	B-B	60,000	240,000	1944	38
1000	Baldwin	VO 1000	B-B	60,000	240,000	1944	38
1000	Baldwin	VO 1000	B-B	60,000	240,000	1945	38
1000	Baldwin	VO 1000	B-B	60,000	240,000	1945	
1000	Baldwin	VO 1000	B-B	60,000	240,000	1945	38
1000	Baldwin	VO 1000	B-B	60,000	240,000	1943-5	38
1000	BW	DS 4-4-1000	B-B	60,000	240,000	1948	38
1000	BW	DS 4-4-1000	B-B	60,000	240,000	1950	
1000	BW	DS 4-4-1000	B-B	60,000	240,000	1950	
1200	BLHW	S-12	B-B	60,000	240,000	1953	
1000	LH	yd. switcher	B-B	60,250	241,000	1949-50	2
1200	LH	yd. switcher	B-B	61,500	246,000	1950-1	39
900	GM-EMD	SW900	B-B	57,500	230,000	1955	
1000	GM-EMD	NW2	B-B	62,100	248,400	1940	40
1000	GM-EMD	NW2	B-B	62,100	248,400	1940	31
1000	GM-EMD	NW2	B-B	62,100	248,400	1949	
1000	GM-EMD	NW2	B-B	62,325	249,300	1948	
1200	GM-EMD	SW9	B-B	61,625	246,500	1952	31
1200	GM-EMD	SW9	B-B	61,625	246,500	1953	
1200	GM-EMD	SW1200	B-B	62,000	248,000	1957	
1000	FM	ALT 100.6A	B-B	61,750	247,000	1948	
1200	FM	H12-44	B-B	61,750	247,000	1951	
1200	FM	H12-44	B-B	61,500	246,000	1953	
1200	FM	H12-44	B-B	61,500	246,000	1957	

B&O ROSTER NOTES

Roster is based on data from the B&O's chief mechanical officer, the C&O's chief mechanical officer, the Winchester & Western's president, and the locomotive builders. Accurate as of July 28, 1965.

Locomotive builders: GM-EMD, General Motors, Electro Motive Div.; EMC, Electro Motive Corp.; GM-EMC, General Motors, Electro Motive Corp.; Alco-GE, American Locomotive Co.-General Electric; BW, Baldwin-Westinghouse; BLHW, Baldwin-Lima-Hamilton-Westinghouse; FM, Fairbanks Morse; AGEIR, Alco-GE-Ingersoll-Rand; GE, General Electric; Alco, American Locomotive Co.; Alco Pr., Alco Products; LH, Lima-Hamilton.

(1) 1400-1406 converted to freight operation, renumbered 4637-4643, class FE-4.

(2) No longer on active roster. These have been, or will be, traded in for new units.

(3) Reclassed DP-1. Sold to Chicago & Alton, renumbered 100. Inherited by GM&O, renumbered 1200. Was cab type booster unit—i.e., it didn't have streamlined front. Retired 1/31/57, sold to Hyman Michaels, then to National Museum of Transport.

(4) Reclassed DP-2. Sold to C&A. Inherited by GM&O, renumbered 100A. Rebuilt 3/53 to E8A.

(5) 52 (2nd) scrapped in 1956 without being renumbered.

(6) 1422, 1427-1429, and 1431-1432 are no longer on active roster. They have been, or will be, traded in for new units.

(7) Reclassed DP-2. Original body of 51 is now in B&O Museum, with another cab body on the road. All units have been rebuilt to E8A (mod), 2000 hp, reclassed DP-7.

(8) Originally EMD demonstrator 991.

(9) 2400-2406 converted to freight; renumbered 5520-5526, reclassed FE-4X.

(10) 2411 no longer on active roster. Has been, or will be, traded in for new unit.

(11) Reclassed DP-2. Rebuilt to E8B (mod), 2000 hp, reclassed DP-7X. No. 2415 was rebuilt to class PE-5X in 1958-'9.

(12) 3400-3406 converted to freight, renumbered 6693-6699.

(13) 3407-3425 converted to freight, renumbered 6600-6618.

(14) Ex Elgin, Joliet & Eastern 700A-701A.

(15) Ex New York, Ontario Western 806A-807A.

(16) 4428 rebuilt to 6599 by GM-EMD.

(17) 4460-4466, 4468-4469, 4471, 4473-4479, 4482-4485, 4488-4490, and 4493 are no longer on active roster. Have been, or will be, traded in for new units. 4521 scrapped.

(18) 245 rebuilt to 6571 without first being renumbered.

(19) 4644-4654 ex Bessemer & Lake Erie 701A-711A.

(20) 5200-5201 ex EJ&E 700B-701B.

(21) 5412-5413 ex NYO&W 806B-807B.

(22) 5430-5434, 5436-5438, and 5443 are no longer on active roster. They have been, or will be, traded in for new units. 5466 scrapped.

(23) 5527-5537 ex B&LE 701B-711B.

(24) 6438 has been scrapped.

(25) 6709 is no longer on active roster. Has been, or will be, traded in for new unit.

(26) 6940 has been scrapped.

(27) 7400-7414 (1st) renumbered 1826-1840.

(28) 8000 was originally 1, then 195. Sold to Max Soloman, Pittsburgh, Pa.; now in B&O Museum.

(29) 8200 is ex EJ&E 272.

(30) 8401 and 8411 are no longer on active roster. Have been, or will be, traded in for new units.

(31) Owned by B&O Chicago Terminal.

(32) Rebuilt to SW8 (mod) in 1955 with 800 hp rating.

(33) Owned by Staten Island Rapid Transit.

(34) Sold to Manufacturers Equipment Co., Cleveland, then to the Pittsburgh Plate Glass Co.

(35) Sold to Beech Mountain Ry., not renumbered.

(36) 9047 and 9057 are no longer on active roster. Have been, or will be, traded in for new units. (38) Same applies to 9201, 9204, 9206-9209, 9211, 9213, 9216, 9219, 9224, and 9233. (39) Same applies to 9376, 9383, 9391, auw 9395. (40) Same applies to 9503 and 9508.

(41) 8411 sold to Winchester & Western, not renumbered.

(42) 8801-8802 renumbered 8301-8302.

(37) 9115-9144 ex C&O 5001-5004, 5007-5010, 5013-5014, 5016-5017, 5023-5024, 5026-5030, 5035, 5037-5044, 5050, and 5054. ●

Four B&O diesels, headed by No. 192, and four pushers wheel 72 carloads of coal up a grade west of Terra Alta, W. Va.

B&O passenger train No. 7, eastbound for Chicago, makes a two-minute stop at Albion, Ind., for a mail pick-up.

Photo by C. William Jernstrom
822 Pelham Drive, Fort Wayne, Ind.

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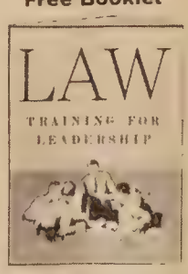

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E23

Gandy dancer walks along the snow-plowed right-of-way to meet a freight train of the Chicago, Burlington & Quincy Railroad as it blasts its way up to the summit at Parkman, Wyoming, on the Billings line through Sheridan. The 4-8-2 helper, No. 7002, will cut out here and then the other engine, a 2-10-2, will take the "local" the rest of the distance into Sheridan. Photo was made in March, 1953.

Photograph by Richard Steinheimer

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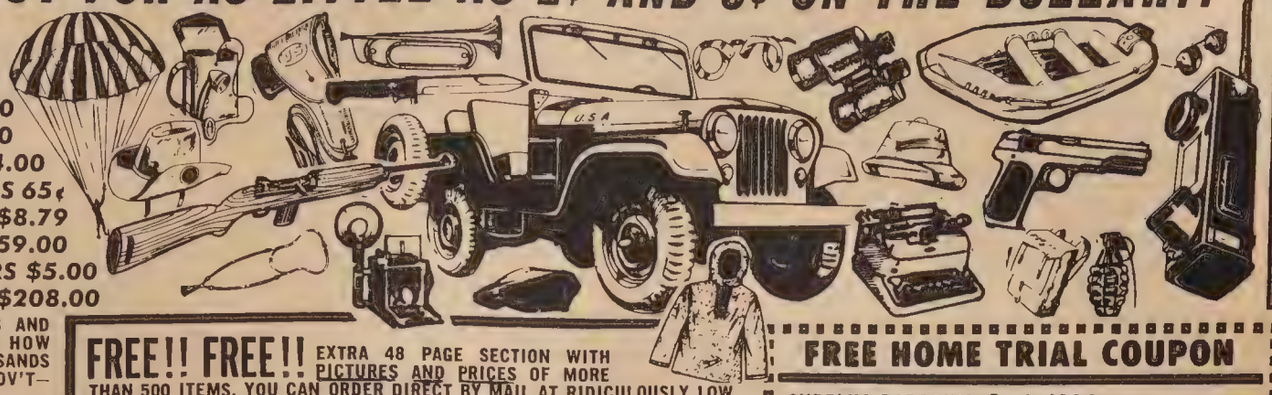

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HOBBY CLUB

Conducted by Sy Reich

REPORT on the recent international Transportation Exhibition at Munich comes from Joachim Lehnert, 24½ Werdenfelserstr., 89 Augsburg, Germany: "My visit took two days. The first day I reserved for the railways and city traffic; the second I spent on other exhibits. Only one steam engine was on display: a full-size replica of the first locomotive to run in Germany, between Nurnberg and Furth in 1835. However, there were plenty of diesel and electric locomotives, coaches, and freight cars—from Germany, France, Belgium, The Netherlands, and Italy.

Sy Reich

"The locos with the smallest and narrowest space for the crew were French; obviously obese enginemen cannot be tolerated there. Italian locos have ample space in the cab and engine room. Our German railways adhere to the diesel-hydraulic system for locos and RDC's. The French are now switching over to diesel-hydraulic locos.

Penn Reading No. 569, an American type Camelback at Bound Brook, New Jersey, in May, 1890, just after she was delivered by the Baldwin Locomotive Works (No. 10901). In April, 1900, she was given a new road number, and in August, 1915, she was scrapped. Negative owned by C. Wm. Jernstrom, 822 Pelham Dr., Fort Wayne, Ind.

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"I drove, under supervision, a V-160 diesel loco (1600 hp) over a mile of track. Its functioning was explained before we started. I found the whole thing not difficult. With so many safety devices, not much could go wrong. If you make a bad move, the machine itself is the wise one and shuts off power or applies brakes. I saw innumerable models, pictures, movies, etc. Beautifully modeled landscapes added to the reality of displays.

"The city traffic division had many models of municipal planning, subways, trolleys, and buses. Included was new subway equipment from Munich, Frankfurt, Berlin, and Paris, the last-named including rubber-tired cars.

"High point of the Exhibition was, of course, my ride to Augsburg and back on the new German train at 125 miles per hour. If you didn't know how fast you were traveling, you probably wouldn't notice the very high speed, for the ride is smooth and comfortable, pulled by a beautiful E-04 loco with 8,000 horsepower."

Steam in Mexico

"While visiting Mexico City the other day I picked up a copy of *Railroad Magazine* on a downtown news-stand," writes Jim Marcus, 19000 Locherie Ave., Cleveland, Ohio 44119, "and was pleased and surprised to find it on sale here. I came to this country to shoot movies of steam power.

"It's true that photographers are barred from the Valle de Mexico yards and roundhouse, but I didn't know it until later and I drove my station wagon in when the guard's back was turned. I took shots of 4-8-4's and 2-8-2's coming in, being serviced, and turned on the table. I counted 32 Niagaras, 12 Mikes, and a 4-8-2 but saw no 12-wheelers or Consolidations. It thrilled me to see so many tenders poking out from under the 36-stall roundhouse roof.

"Later that evening I met an English-speaking Mexican foreman and had him write me a note asking any engineer if I could ride with him the next day. Well, I slept in my station wagon that night next to the roundhouse. When dawn came, I walked up to the nearest 4-8-4 on the ready track and showed the engineer my note. He must have thought I had special permission. Anyhow, he seemed glad to have me.

"We blasted out of town at 7 a.m. I found it exciting to ride in a huge steam loco for the first time. They use helpers north of Tula for just about every train. Tula is a place that non-rail tourists like to visit because of its archeological museum and gigantic old stone figures of human beings. Tula puts on quite a show for railfans also. I had 3 rides on 4-8-4's."

The Steam Parade

The last steam locomotive in New York's Monroe County is a 30-ton 0-4-0 switcher, New York Central No. 5, built by Vulcan in 1923 at Wilkes-Barre, Pa., and retired by the Central's East Rochester Shops in 1954. This old-timer has been bought by John D. Virgilio, age 36, a public school custodian, with the help of small cash donations from hundreds of pupils.

A truck moved her from Rochester Iron & Metal Co., which had intended to scrap her, to the yard of the Virgilio home at 1329 Town Line Rd., Henrietta, N. Y. More than a year ago John started a fund-raising drive among the kids to save the old 5-spot. He bought her for $1,250 paying most of that sum but still owing nearly $400. The goat had a broken headlight, several loose parts, an accumulation of dirt, and practically no paint, but John and the youngsters are taking care of these details.

An equipment outfit and a carting company moved the 0-4-0 free of charge. En route, someone stole her bell. John needs a bell to replace it, also an old-style standard-gage passenger car.

Sam McKie, now 85, retired foreman of Central's steel yard and steam cranes at East Rochester, who used to run the 5-spot, recently visited her new home and was happy to find she'd changed little over the years. Originally equipped with steam brakes and oil lights, she now has air brakes and electric lights.

John's barn has been converted to a railroad museum, which already has a little collection of pix, lanterns, switches, books, and other railroadiana. He seeks donations, no matter how small, for this worthwhile project. John's father was a railroader and began saving railroadiana in 1911. His collection is joined by John's to form the basis of the Mortimer Railroad Historical Society.

"An uncle used to take me to the Pennsy's yards at Enola, not far from here, to see the steam locomotives," writes Bill Myers, 1511 N. 2nd St., Harrisburg, Pa. "He and I belong to the Williams Grove Steam Asso., which is devoted to the preservation of steam engines, including the non-rail kind used on farms in the early 1900's. Williams Grove is an amusement park just west of Dillsburg, Pa., on Rte. 15 between Harrisburg and Gettysburg. The Association has two railroad locomotives, Nos. 953 and 5; a nice stretch of track, and a water tower. Last summer they ran the 5-spot, giving rides in her cab and in a Pennsy caboose."

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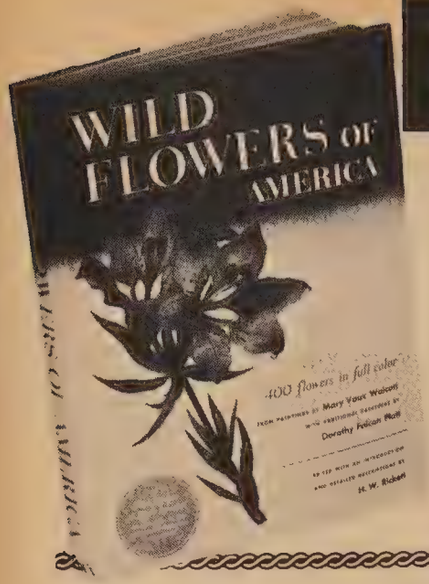

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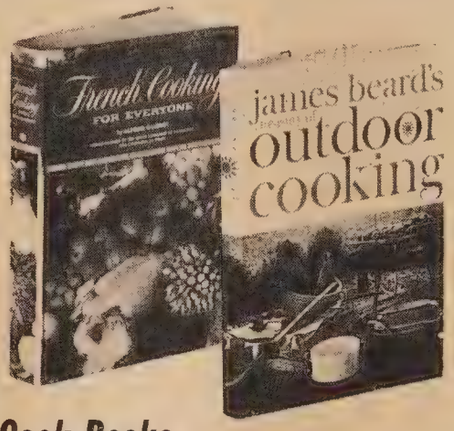

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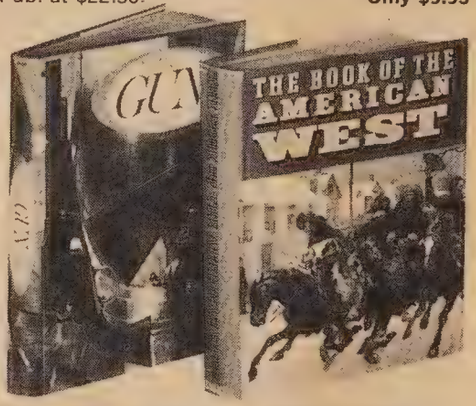

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A rare collectors' item, Matthias N. Forney's *Catechism of the Locomotive,* published in 1879 by *The Railroad Gazette,* may be bought from Mrs. H. H. Walton, 1108 Park Ave., Garner, N. C., presumably by highest bidder.

The Wanamaker, Kempton & Southern, a scenic steam shortline operating between Kempton and Wanamaker in northeastern Pennsylvania, has a new attraction, a museum with a collection of railroadana housed in an 1899 Jackson & Sharp coach. The Reading's president, Charles E. Bertrand, turned the symbolic key that opened it, assisted by Franklin A. Fisher, chief mechanical officer.

The museum is open week-ends but only during the season in which the railroad operates, and it's free, on a non-profit basis. Most of the railroadiana has been donated. If you have something to donate, contact curator Leslie Ross, archivist Ronald Apgar, or president William Huyett.

The old coach saw service between Philadelphia and Atlantic City on the old Atlantic City, Philadelphia & Reading (now Reading Co.) and later became a work car on the Ironton Railroad. The WK&S bought it in 1963 and restored it for museum purposes. This road runs only in summer, with a 5-mile round trip powered by a 2-6-2 from Mississippi. On night runs its coaches are lit by oldtime coal-oil lanterns—no electric lights, except when boarding the train at Kempton station.

"An item on gold-painted engines, printed recently in *Railroad Magazine,* referred to the 4960 as Illinois Central whereas she was a Burlington 2-8-2," corrects Jim C. Seacrest, 2020 E. Bijou, Colorado Springs, Colo. 80909. "One of my assignments while working for the CB&Q was to cover the gilded 4960 at Casper, Wyoming. Several of the photos I took of her for the Burlington and for Casper's gold jubilee were printed later in *Railroad.*"

On the same subject is this letter from Fred W. Rose, 4326 N. E. Garfield Ave., Portland 11, Ore.: "When I was a youngster living alongside the Northern Pacific tracks between Brainerd and Little Falls, Minn., William Jennings Bryan was campaigning for President on the platform of 'free silver, 16 to 1' while his opponent, William McKinley, championed the gold standard. The NP dolled up two old locomotives, one with silver paint, the other with gilt, and shortly before election day drove them to a point near St. Paul and Minneapolis and, in the presence of a large crowd, staged a head-on collision with them, circus fashion."

"The biggest Shay has been raising a lot of comment in *Railroad Magazine,*" writes Deane Mellander (age 19), 2705 Newton St., Silver Springs, Md. 20902, "but why doesn't any reader supply a photo of her for publication? James Gertz's engine, pictured in your November issue, was not a Shay but a Willamette; the plate says so. She is shown as Rayonier No. 2 in the book *Railroad in the Woods.*

"Why should anyone be surprised at blind drivers on steam locomotives? Hundreds were built that way to round tight curves. Pennsy I-1 Decapods were built originally with only the first and fifth drivers flanged. All Mikes on the East Broad Top have blind center drivers, as had the Ma & Pa's Consolidations and a lot of others.

"Add Everett Railroad to your list of steam shortlines. It operates, in season, about 3 miles of the south end of the old Huntington & Broad Top Mountain line, using a Prairie type, No. 11 (Baldwin, 1909). Last summer and until Nov. 1 this engine hauled freight during the week and only one (evening) excursion per week. Most freight was wheeled by a 1944 Whitcomb diesel.

"As for the Carroll Park & Western, the Climax is used most, but the 2-4-0 also is operable. The Climax was the last engine to come out of the Corry shops and was owned originally by Elk River Coal & Lumber Co. Included in the CP&W equipment are a Newfoundland Ry. coach, a Pennsy 4-wheeler bobber with the wheels narrowed, and a flat-roof coach built to resemble Civil War equipment (but lettered *Florence & Cripple Creek!*)."

Another Canadian Pacific steam loco has been placed on permanent display. The 3101 was installed in the Interprovincial Steel & Pipe Corp. park two miles north of Regina, Sask., reports James E. Lanigan, 4820 8th Ave., Regina. She was repainted in CP's passenger livery, maroon, gray, and black; is one of the only two 4-8-4's ever operated by that road and is Class Kla. Angus ships built her in Oct., 1928. Our correspondent is trying to locate the missing builder's plate to complete the display.

"Several of us are compiling a history of Louisiana Cypress Lumber Co.," writes Louis Saillard, Rte. 1, Box 8a, Hammond, La. "We need two Porter builder's photos: No. 6663, a 2-6-2 built in 1921 for Rathbone Lumber, and No. 5565, a 2-8-0 built in 1914 for Lyon Cypress Lumber. We'd like to hear from anyone who can supply any builder's data on those engines."

A reader living in Troy, N.Y., wrote some time ago to Floyd J. Mattice, 1011 Madison St., Rochester, Ind., for a picture of a Middleburg & Schoharie

engine. Will that fellow please write to Floyd again?

Add to previously-printed lists of water towers still standing: two on the Canadian Pacific, at Sturgeon Falls and Britt, Ont., reports J. W. Mossop, 108 Driveway, Ottawa, Canada. Part of an old CP coal shute remains at Mattawa, Ont.

Other extant water towers include one on the C&O at Grant, Mich., and one on the Soo Line at Marquette, Mich., located next to the old unused DSS&A roundhouse, and there is a coaling tower further down the track which goes to the new Soo turntable and roundhouse, all of which can easily be photographed, we learn from William C. Jordan, 504 East Ave. B, Newberry, Mich. 49868.

"Two servicable steam locos of fairly recent vintage are available, I believe, at Nicholson terminal in Detroit," writes Frederick A. Degnan, General Post Office Box 1076, New York, N.Y. "Anyone interested may get details from Don Smith, c/o Steamship Agencies, 623 Lafayette Bldg., Detroit, Mich.

"Changing the subject, Babcock & Wilcox of steam-boiler fame have been building steam locos in their plant, *Sociedad Espanola de Construcciones Calindo,* at Bilbao, Spain. I have seen a few of their 0-6-0's in and around Bilbao. They are good size switchers. Most of the hardware on them is American. B&W also build diesels.

"Throughout much of Europe but especially in Spain, steam engines are still rather plentiful. At Gijon, Spain, for example, I noticed a few locos in operating condition built from 1872 through 1878 by Kitson & Co. and Manning & Wardle Co. These are 4-6-0's, 4-4-2's, and 0-4-0's. In the Gijon roundhouse I saw an 85-ton 2-8-0, No. 7876, built by Lima in 1942 for the U.S. Army Engineers, in good condition but now idle. And in the same area I came upon some steam locos of about 1910 vintage built by Orensteny Koppel SA; Arthur Koppel of Madrid, Berlin and Bilbao; and Haine-Saint Pierre. There is a cute little Arthur Koppel loco, about 2-foot gage, with only 20 lbs. steam pressure and the name plate *Algeriaz.* You can stand on the ground beside her and look over the boiler."

The editor of *Western Engines* magazine, Box 79, Pendleton, Ore., is asking for donations of pix of steam or gas locos, old gas or steam tractors, and steam automobiles, reports Walt Thayer, ex-Great Northern gandy dancer, Box 75, Wenatchee, Wash. No pay involved, but Walt says the pix are needed to help keep the magazine from going to the graveyard. (Horrible thought: *maybe* it has already folded up!) The magazine is,

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Another landmark gone! Firemen pour water on a blaze that recently destroyed an old Louisville & Nashville wooden water tank in Louisville, Ky. The empty tank stood near a parking lot, site of a coal pile for locomotives during the Steam Age.
Photo by C. N. Beasley

or was, edited for steam buffs by 2 newspapermen's widows.

Harry Treat, a retired Maine Central chief dispatcher, has enriched the library of source material of the *Maine Central Messenger* with a notebook consisting of 50 hand-written pages listing 825 steam locos by number, name (if any), cylinder dimensions, builder, year built, etc. All 825 were operated years ago by MC and/or its predecessors. Harry had been working up this data for years, using the same Waterman's pen that was his constant companion during 43 years of dispatching at Portland. He bought the pen second-hand in a pawnshop in 1903.

Setouts and Pickups

A history of the Green Bay & Western, with many illustrations, will be published early this year, reports C. H. Halvorson, the road's general manager.

Maybe some reader can answer this query for Lowell Knotts, P.O. Box 159, Urbana, Ohio: "What is Henrietta Carter doing now? An article in April '41 *Railroad Magazine* featured her as America's No. 1 railfanette."

The Pennsy has completed a $2 million program of adapting tracks, tunnels, and bridges to gain 15 inches of additional clearance over main-line freight routes to expedite service, especially for new bigger cars and piggyback loads.

The Lord Mayor of Bristol, England, named one of the British Railways' 200 new 2,750-hp diesel locomotives the *Isambard Kingdom Brunel,* for a famous engineer of the Great Western Railway, one of BR's predecessors. The "christening" ceremony took place at a Bristol station upon the arrival of a special train of 200 railfans from London. Another new diesel was named by Roy Gunter, Minister of Labor, the *North Star* in honor of GW's first engine, built by Stephenson in 1837.

Coming in near future: present-day locomotive rosters of the Milwaukee Road and Canadian shortlines.

"Six Kamchatka virgins were invited to St. Petersburg long ago by Empress Elizabeth Petrovna, so the story goes. By the time they reached the capital, nearly 9,000 miles away, each was the mother of not just one but two children, all sired by their military escorts. This would not happen today, thanks to the Trans-Siberian Railway." Theodore Mellow of the Cleveland *Plain Dealer* culled this gem from Harmon Tupper's new book, *To the Great Ocean,* which was reviewed in November *Railroad Magazine.*

We have a limited supply of very large original drawings by Joe Easley: his *Along the Iron Pike,* pen and ink, and his fiction-story illustrations, done in wash. One of these will be given free on request to anybody who calls at our office on the top floor of 205 East 42nd Street, New York City, any week-day between 9 a.m. and 5 p.m. as long as the supply lasts. Specify if you want *Along the Iron Pike* or a fiction illustration. First come, first served. Ask for Art Knowles. Sorry, no mail or telephone requests.

"A history of the Arcade & Attica is being prepared for publication this year," writes Edward A. Lewis, Assistant to the President, 278 Main St., Arcade, N.Y. 14009. "We need a variety of good photos of the A&A taken before 1950. We will take good care of all photos sent to us and will give credit for those used in the book."

Offered for sale by overseas reader T. Cott, Otranto Place, Dunleary, Ireland, are *Baldwin Records of Recent Construction,* 1898-1920; and other rare historical material on U.S. railroads, rolling stock, etc. Mr. Cott is Ireland's leading railfan and has a vast collection of railroadiana from various countries.

Nearly 1,000 people from the Syracuse area and as far away as Washington, D.C., recently rode a 20-car special train over the Adirondack Division of the New York Central to Tupper Lake. The Central New York chapter of the NRHS sponsored the train as the last passenger run of the division, which now provides only freight service.

Reproduced on this page is a train speed conversion table. This, printed with the name and address of Frontier Publishing Co., 908 12th St., Wheatland, Wyo., is used by Jeffrey D. Clark, head of that company, as a sort of calling card. "When traveling by rail," he writes, "you time the mileposts and then check your speed. If you make the mile in 40 seconds, for example, you'll find the rate of mph in the same column right beside the 40. I'll sell anybody one of these cards, 3½x2¼", for 10¢ in coin. They fit nicely in a wallet."

Among the many clergymen who read *Railroad* is the Rev. Dr. C. S. Mann, 104 Rugby Hall, 526 W. University Pkway., Baltimore, Md. 21210. He is a foreign exchange student who happens to be an English Episcopalian priest and, as he puts it, "passionately interested in railways." He adds: "Any foreign exchange student is impecunious, and I'm no exception. If any reader has U.S.

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The SONIC SHOWCASE

"Valle del Locomotora de Vapor." Mobile Fidelity MF 14-2, $6.75 (Two SD). Anyone only mildly interested in "train" records might well think that all the possible changes have been rung in the choice of pertinent materials. But this reasonable supposition is easily proved all wrong by the inexhaustibly imaginative Brad Miller of Mobile Fidelity. Finding no new worlds to conquer at home, he has simply lugged his equipment South of the Border. Here he has documented his discovery of a whole stable of working Niagara and Mikado steam locomotives by setting up his microphones in a 32-stall roundhouse, in a couple of en route cabs, and near appropriate junction points in the neighborhood of Mexico City. These admirably varied materials, which also feature some exceedingly virtuoso "warbling whistling," have been edited with unusual care to avoid the monotony so often characteristic of this particular repertory.

For fascinating materials alone, then, this would be an outstanding program of its kind at any price, let alone the present bargain one. Yet what most impressed me (who can take locomotives or leave 'em alone) was the very special clarity, naturalness, and vividness of the sound qualities themselves—exceptional even in a series as consistently fine technically as Mobile Fidelity's. The reason (apart from the customary skill and quality equipment) is disclosed in the accompanying notes: most of these recordings were made at night, in bracingly clear weather, and at a considerable altitude.

What the clarity of desert air means to astronomers is apparently paralleled here in sonic terms. I know of no other way to account for the superb sound throughout this program but perhaps at its very best (especially for fabulously wide dynamic and frequency-range characteristics) in Band 1 of Side 4. This five-and-a-half-minute tone poem of a 2-8-2 Mikado, No. 2210, steaming out of Huehuetoca at 1 a.m., past Brad Miller's mikes, and off—whistling thrillingly—on its way home to the Valle de Mexico yard is, without qualification, the finest sonic documentation of train sounds I've ever heard! R. D. DARRELL

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railroad 'relics' or model locos to sell for next to nothing, he will find a customer in me."

Harry P. Albrecht of Clifton Heights, Pa., a PRR freight claims investigator who reprints old Baldwin booklets dealing with steam engines, was given a good write-up with a two-column portrait in a recent issue of *The Pennsy*. Harry has sold over 3,000 booklets, at $2 each for four and $1.50 for the fifth. He also collects antique toy trains. His oldest item, an Ives O gage, was made in 1905.

Harry E. Kelso reports that his 43-year-old museum of railroadiana and other antiques has been moved to a new address: Box 512, Joplin, Missouri 64081. He is still buying railroad oil-burning lanterns, switch keys, old passes, old timetables, coins, tokens, etc. He tells us that Webb City, Missouri, has a fine, new modernistic edifice known as the Frisco Church. It was built largely by employees of the Frisco Lines and it serves them and their families.

Pennsy is painting its N-5 cabin cars ("cabooses" to non-PRR fans) a bright orange, reports Ted Schneider, 8947 Walker St., Fairfax, a. 22030. The Canadian National gave its waycars that same color years go so they could be seen easily by motorists at or near grade crossings. Ted says the B&O is painting some of its bay-window cabooses blue with yellow ends.

"Pahaska," written like a folksong by Tom Lloyd, son of veteran Northern Pacific track supervisor Al Lloyd, gets its title from the Indian name given to Buffalo Bill. It is now on sale at the Buffalo Bill Museum in Cody, Wyo., and has been placed in the historical archives of several Western states. Copies at 25¢ each may be ordered from Tom Lloyd, Box 86, Miles City, Mont.

David Goodyear, who was discussed at some length in our November department, was well known to Bill Warden, 1216 Shamrock Lane, Waynesboro, Va. 22980. "For several years," Bill writes, "we corresponded and traded railroad pictures and negatives. Dave had a remarkable collection but little of it was labeled. I still have several Santa Fe negatives from him that I cannot identify. For the most part, he had no idea when or where pictures were taken.

"He used to send negatives for me to print up for him, but many were postcard size, too big for the enlarger I had at the time. I told him in advance that in order to enlarge such pictures I would have to crop them, but whenever this happened he was annoyed. Dave was not above sharp practices with people, myself included. However, I knew he was struggling to make ends meet and get his museum started, so I did not criticize him.

"After his death, his widow asked for my advice on the disposition of his big collection. I suggested that she contact *Railroad Magazine*. She must have done that, for the matter was written up shortly in the Hobby Club. Why David Goodyear never made good, I don't know. He seemed very intelligent, judging from his letters."

Theater in a Station

The building that used to be the Illinois Central's main terminal in Louisville, Ky., now houses the Actors Theater. The bill for opening night, last Oct. 14, instead of a railroad play, was an Oscar Wilde drama. First-nighters rode the only train in history to go into a theater.

The theater train "special" was a joint undertaking by the IC, the Louisville & Nashville, and the Chesapeake & Ohio. An L&N diesel hauled the passengers, departing at 6 p.m. from Union Station, across town from the theater. At the Baxter Avenue station, where switching occurred, the throttle was taken over by the IC, which was then responsible for the train's arrival at the theater at 7:10 P.M. Four crews participated. Additional coaches came from the C&O and the local Railway Museum.

This theater building was completed in 1909 to house the IC station which had opened in 1890. Its original structure blew away in a cyclone, and a second one burned in 1908. During its peak years—before, during, and just after World War II—the station handled 36 passenger trains and thousands of passengers a day. But after the war, one by one, the railroads began moving to Union Station, and the last regularly scheduled passenger train left Central Station on May 31, 1963. Since then the IC has maintained freight offices there and freight trains continue to use the outside track, but the only passenger train to arrive has been a Derby Day special.

Photo by Wm. Zikias, Jr. (New Haven condr.)
CN 6218 runs around her train at St. Albans, Vt., on return to White River Jct. with fan excursion 8/21/65.

BIGGER DIESELS. Electro-Motive Division of General Motors recently unveiled a new line of diesel-electric locomotives. It looks as if the carriers have in mind even longer and even heavier freight trains.

GM said it is taking orders now for delivery by next January. The nine new EMD models range from a 1,000-hp switcher to a two-engine 6,000-hp giant.

The manufacturer says the new line was made possible by its development of a more powerful 645 series engine, an alternator-rectifier transmission, a traction motor with more capacity and better controls.

"Locomotive engineers, of course, will be further concerned with what the trend to fewer, more powerful units will do to weight-on-drivers," comments *The Locomotive Engineer* the B. of L.E. magazine.

EMD talked about two six-axle, 3,600-hp SD-45's being able to replace five 1,500-hp units in high-speed operations. Published specifications did not include weight-on-drivers data.

Exterior front-end design and overall profiles resemble those of the low-hooded GP-35's the snub noses of which afford little protection to locomotive engineers unlucky enough to meet fuel or explosive trucks at grade crossings.

Five of the models have turbocharged engines along with AC-DC transmissions. They are a 3,000-hp GP-40, a 3,000-hp SDP-40, a 3,000-hp SD-40, a 3,600-hp SD-45 and a 6,000-hp DD-40A.

The lesser horsepower models have straight DC transmissions and are powered by normally aspirated engines.

According to GM, four of the new four-axle GP-40's will match the power of five of its present GP-35's and each GP-40 can replace two conventional 1,500-hp units. ●

SHORTLY before his operation last fall, President Johnson signed legislation aimed at developing high-speed mass travel on the ground and announced that the first test of trains speeding at 125 mph would begin in about a year.

The Pennsy will join with the Government in buying up to 50 experimental rail passenger cars expected to be delivered by the fall of next year. The railroad will begin using them between New York and Washington and later between New York and Boston on the New Haven line.

There is some talk about building a 400-mile tunnel between Boston and Washington. Someone must be having a pipe dream. That's what we thought when we first heard about it in connection with the Northeast Corridor project. The cost would be fantastic and economically unsound and the engineering problems insurmountable. At least, so we thought. What possible advantage could it have, and who would ride that far in a hole in the ground?

But we'd better not jump at conclusions. Remember that modern technology is expected to send men to the moon. Maybe engineers could design and build such a tunnel. It is one of the possibilities being explored by the Department of Commerce, which has $20 million to look into the Northeast Corridor idea.

We all know that highways are getting more and more congested; the cost of additional lanes is fast becoming prohibitive—land is needed for so many other purposes—and even the airlines are not very far from the saturation point. Surface railroads could be speeded up like some of those in France, Germany, and Japan; and America's new legislation to that effect is the most hopeful railroad news we've heard in a long time. But we still think the tunnel idea is not so crazy as it seems. It may even be the next logical step. ●

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Small as the end of your thumb but it "sounds off" like a cannon. The world's "showiest" small pistol—gold plated with pearl grip. Complete with ramrod, blanks, $2.95. Extra blanks 50c per capsule.

~~$4.95~~ $2.98

IDENTIFICATION BADGE CASE
Made of heavy black leather. Used by law-enforcement agencies throughout the world. Holds both badge and identification cards. 4½" long and 3" wide when closed.
Badge and I.D. Card extra. Badge case only $2.98. I.D. Cards 25c each.

~~$3.00~~ $1.00

WHO STOLE MY BIKINI?!!
"TITILATING BALL POINT PEN"
Curvy bathing beauty STRIPS to the buff every time you turn her over. When your friends see this item you'll have to fight to get it back!! P.S. It writes too! High quality ball point takes standard refills. Money back guarantee.
$1.00 Postpaid 6 for $5.00

IN GLORIOUS COLOR

WOLF-PACK PLAYING CARDS
Full deck of playing cards—and what pictures! Exciting . . . entertaining. We hope you can keep your mind on the game after looking at these 52 full-color cards. Set only $1.95. Also Stag Deck $2.95.

Imported WOLF KILLER STILETTO
This fabulous knife is famous on the Continent for hunting and fishing emergencies and it is faithfully trusted by sportsmen all over the world. Made of high test carbon steel. Positive lock, open or closed. 5 9/16" open. $4.70; 7 1/16", $4.95; 9", $7.50; 11", $12.95

~~$3.95~~ $1.98

OFFICIAL SPREAD EAGLE BADGES
Silver or Gold
Finest quality with reinforced backs and pins for heavy duty. A quick flash of one of these gleaming, official-looking badges instantly shows who has the power! Your choice: Special Officer, Deputy Sheriff, Constable, Watchman, Sheriff, Police, Special Police, Private Detective, Civilian Defense, Special Investigator. Standard size: $1.98. Miniature: $1.25.
SPECIAL OFFER: FREE! Authentic Badge Carrying Case FREE with each badge.

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No Permit Required
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THE MAFIA VS. JUSTICE

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1966 CAR PRICE/MODEL GUIDE—COMPLETE!

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"THE STROKE OF SEVEN"

JANUARY ARGOSY

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"I'm for the Death Penalty!"

DR. SAM SHEPPARD

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WINTER CAMPING

$16 VALUE DOUBLE BOOK BONUS!

Rhinos Belong to Everybody

plus Latest Mike Shayne Mystery

ERIE STEAM LOCOMOTIVES

Roster dated January 1, 1919

Northbound Erie freight with three pusher locomotives passing Forest City, Pa. The trackside signals at each station or tower in those days were manually operated and no train was cleared until the preceding one had passed the next station.

Bert Pennypacker, 4307 Palmetto St., Philadelphia, Pa. 19124

Road Nos.	Class	Wheel Arngt.	Bldr.	Year Built	Cyls.	Driv.	Tract. Effort
2	B-odd	0-6-0T	Rogers	1912	19x24	44	133000
44-49	B-4	0-6-0	Cooke	1904	19x26	50	162000
50-79	B-5	0-6-0	Cooke	1904	20x26	50	154150
80-84	B-5	0-6-0	Bald.	1910			
85-97	B-5	0-6-0	Mead.	1911			
98	B-5a	0-6-0	Mead.	1911		50	
99	B-5	0-6-0	Mead.	1911			
100 109	B-6	0-6-0	Mead.	1911		50	
110-114	B-5	0-6-0	Lima	1911			
115-119	B-5	0-6-0	Schen.	1912			
120-135	C-1	0-8-0	Pitts.	1918	25x28	51	214000
401-403) 405)	D-8	4-4-0	Susq.	1883	18x22	68	103600
466	D-12	4-4-0	Susq.	1886	19x24	68	115600
476	D-10	4-4-0	Susq.	1887	19x24	68	117400
479	D-13	4-4-0	Cooke	1893	19x26	72	136930
502-503	E-1	4-4-2	Bald.	1905	18x26	76	155000
504	E-1	4-4-2	Bald.	1906			
505	E-1	4-4-2	Bald.	1905			
506-507	E-1	4-4-2	Bald.	1906			
508	E-1	4-4-2	Bald.	1905			
509	E-1	4-4-2	Bald.	1906			
510-512	E-1	4-4-2	Bald.	1905			
513-515	E-1	4-4-2	Bald.	1906			
516	E-1	4-4-2	Bald.	1905			
517	E-1	4-4-2	Bald.	1904			
518	E-1	4-4-2	Bald.	1905			
519	E-1	4-4-2	Bald.	1904			
520-521	E-1	4-4-2	Bald.	1905			
522	E-1	4-4-2	Bald.	1906			
623-524	E-1	4-4-2	Bald.	1905			
525	E-1	4-4-2	Bald.	1904			
526	E-1	4-4-2	Bald.	1905			
527	E-1	4-4-2	Bald.	1905			
528-531	E-1	4-4-2	Erie	1905			
532 534	E-1	4-4-2	Bald.	1905			
535-536	E-4	4-4-2	Bald.	1905	22½x26	74	201000
537	E-5	4-4-2	Schen.	1905		74½	
545-559	E-3	4-4-2	Bald.	1906	19x26	76	178800
600-603) 598 605)	F-2	2-6-0	Susq.	1885	18x24	68	96800
608-618) 619-620) 622) 624-625) 629-631)	B-1a	0-6-0	Susq.	1887	19x24	50	106500
634	B-1a	0-6-0	Erie	1887			
635-636	B-1a	0-6-0	Susq.	1890			
638-641) 642-643)	B-1a	0-6-0	Erie	1890			
646	B-1a	0-6-0	Susq.	1892			
647-649)	B-1a	0-6-0	Susq.	1890			
651	B-1a	0-6-0	Susq.	1891			
652	B-1a	0-6-0	Susq.	1892			

653-655)							
657)	B-1a	0-6-0	Erie	1891			
661-662	B-1a	0-6-0	Erie	1888			
665	B-1a	0-6-0	Erie	1890	19x24	50	106500
667	B-1a	0-6-0	Erie	1888			
668	B-1a	0-6-0	Erie	1890			
670,672)							
674)	B-1a	0-6-0	Erie	1893			
675-688	B-2	0-6-0	Susq.	1899	19x26	50	145100
689-690	B-2	0-6-0	Susq.	1900			
730-732	G-6	4-6-0	Bald.	1893	19x24	62	131800
746	F-3	2-6-0	Bald.	1886	20x26	62	142840
751	G-2	4-6-0	Bald.	1893	20x24	62	138000
764	G-11	0-6-0	Erie	1890	20x24	62	137400
770-773	G-3	4-6-0	Bald.	1896	20x26	62	148200
775-777)		4-6-0	Brooks				
779)	G-3	4-6-0	Rogers	1896			
781,783	G-3	4-6-0	Cooke	1896			
786	G-3	4-6-0	Bald.	1896			
790-791)							
793-798)							
800,803)	G-3	4-6-0	Rich.	1899			
805-809	G-3	4-6-0	Rogers	1899			
812,815)							
818-819)							
823-825)							
834)	G-1	4-6-0	Susq.	1893	20x24	68	144000
841)							
845-847)	G-1	4-6-0	Bald.	1890			
850	G-1	4-6-0	Susq.	1891			
860-861)							
872-875)							
877-879)							
881)							
883-885)							
887-895)							
897-902)	G-8		Bald.	1891	21x26	62	144500
906,908)	G-8	4-6-0	Bald.	1896		62	
909-918	G-12	4-6-0	Bald.	1901	21x26	62	179100
919-921)							
923)							
925-929)							
933)	G-13	4-6-0	Bald.	1901	20x28	62	175140
922,924)							
930-932)	G-16	4-6-0	Bald.	1901	20x26	69	180100
934	E-2	4-4-2	Bald.	1907	19x28	76	169500
935-936	E-2	4-6-2	Bald.	1906			
937	E-2	4-6-2	Bald.	1905			
938-941	E-2	4-6-2	Bald.	1906			
942-943	E-2	4-6-2	Bald.	1905			
950-962	G-15a	4-6-0	Bald.	1903	21x26	68	185210
963-974	G-15a	4-6-0	Bald.	1904			

951-954, 956, 959, 960-962, 965, 968, 971-972, 974 G-15b
1002,1005) 1002 Cooke 1882
1007-1008) 1005-1014 Susq. 1881, 1885, 1883, 1883, 1884, 1884, 1880
1011-1014) 1016-1018 Grant 1879, 1880, 1879
1016-1018) 1020 Rogers 1880; 1021 Susq. 1885

Erie way freight at Wellsville, N.Y.
Photograph by Vic Neal

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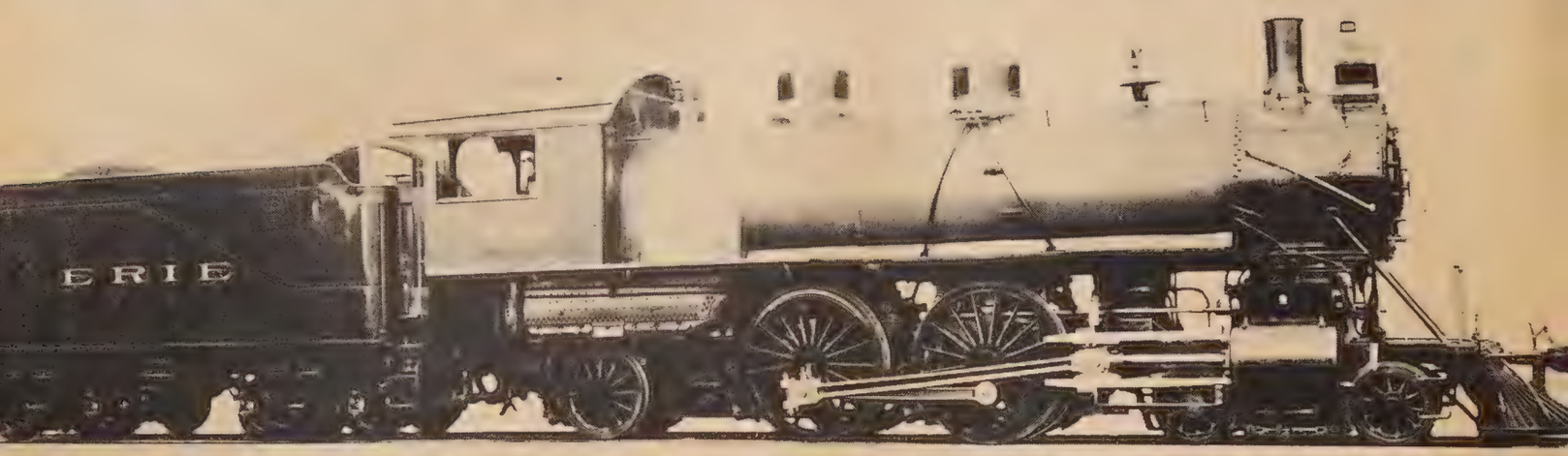
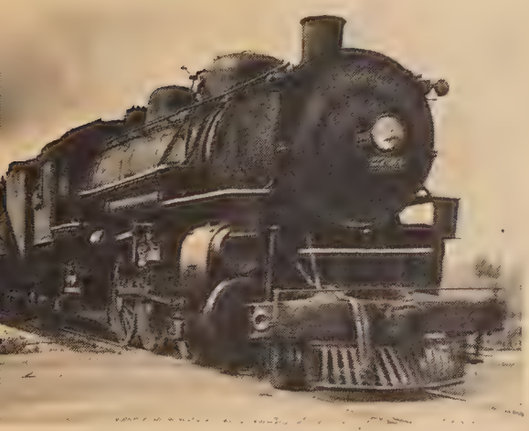


(Above) two Baldwin builder's photos: No. 535 (4-4-2) and No. 5016 (2-8-8-8-2).

Engine 2556 on Erie commuter train.
Three pix by Rail Photo Service
93 Massachusetts Ave., Boston, Mass.



This Erie passenger loco is No. 2709.

2556 taking commuters to Jersey City.

1020-1023)			1022 Grant 1879; 1023 Brooks 1878; 1027 Grant 1880				
1027)			1029-1030 Susq. 1883; 1033-1034 Rogers 1881, 1880				
1029-1030)			1035 Grant 1880				
1033-1035)	H-4	2-8-0	(See above)		19x24	50	145600
1038	H-4	2-8-0	Grant	1881	19x24	50	145600
1040	H-4	2-8-0	Rogers	1881			
1041	H-4	2-8-0	RI	1880			
1042	H-4	2-8-0	Susq.	1883			
1043	H-4	2-8-0	Grant	1884			
1044	H-4	2-8-0	Grant	1879			
1045	H-4	2-8-0	Susq.	1878			
1048	H-4	2-8-0	Susq.	1880			
1050	H-4	2-8-0	Susq.	1883			
1052	H-4	2-8-0	Grant	1879			
1053	H-4	2-8-0	Susq.	1885			
1054	H-4	2-8-0	Susq.	1883			
1059	H-4	2-8-0	Grant	1879			
1060	H-4	2-8-0	D&F	1882			
1061	H-4	2-8-0	Susq.	1883			
1063	H-4	2-8-0	Susq.	1884			
1064	H-4	2-8-0	Grant	1878			
1065	H-4	2-8-0	Susq.	1885			
1067-1068	H-4	2-8-0	Grant	1880			
1070	H-4	2-8-0	Grant	1879			
1072-1073	H-4	2-8-0	Susq.	1885			
1074	H-4	2-8-0	Grant	1879			
1076	H-4	2-8-0	Susq.	1883			
1077	H-4	2-8-0	Grant	1879			
1078,1880	H-4	2-8-0	Grant	1879			
1081	H-4	2-8-0	Grant	1881			
1083	H-4	2-8-0	D&F	1882			
1084	H-4	2-8-0	Susq.	1883			
1088	H-4	2-8-0	Susq.	1885			
1089	H-4	2-8-0	D&F	1882			
1091	H-4	2-8-0	Grant	1882			
1093	H-4	2-8-0	Susq.	1885			
1094	H-4	2-8-0	D&F	1882			
1095	H-4	2-8-0	Grant	1879			
1105	H-2	2-8-0	Grant	1879	18x24	50	122400
1111-1112	H-2	2-8-0	Grant	1882			
1128	H-2	2-8-0	Grant	1879			
1162	H-2	2-8-0	Susq.	1885			
1172	H-2	2-8-0	Grant	1879			
1180	H-2	2-8-0	Susq.	1885			
1197	H-2	2-8-0	Susq.	1881			
1255,1263	H-2	2-8-0	Grant	1884			
1096	H-1	2-8-0	Brooks	1877	20x24	50	103400
1101,1104	H-1	2-8-0	Susq.	1882			
1117,1124)							
1130,1132)	H-1	2-8-0	D&F	1882			
1133	H-1	2-8-0	D&F	1878			
1134	H-1	2-8-0	Susq.	1879			
1149	H-1	2-8-0	Susq.	1884			
1169,1183	H-1	2-8-0	Susq.	1885			
1201	H-1	2-8-0	Susq.	1886			
1210,1213	H-1	2-8-0	Grant	1886			
1216							
1223,1225	H-1	2-8-0	Rogers	1880			
1233	H-1	2-8-0	Grant	1879			
1239-1240	H-1	2-8-0	RI	1880			
1242	H-1	2-8-0	RI	1880			
1253	H-1	2-8-0	Susq.	1884			
1272	H-1	2-8-0	Grant	1880			
1278	H-1	2-8-0	Rogers	1880			

1286	H-8	2-8-0	Brooks	1888	20x24	50	128500
1319	H-6	2-8-0	Bald.	1890	20x24	50	130000
1366&1380	H-7	2-8-0	Rogers	1888		50	
1400-1409	H-9	2-8-0	Brooks	1899	21x28	56	180000
1410-1424	H-13	2-8-0	Bald.	1901	21x30	62	199000
1425-1449	H-12	2-8-0	Brooks	1900	21x28	62	189400
1450-1469	H-10	2-8-0	Brooks	1900	21x28	56	187000
1470-1499	H-11	2-8-0	Rogers	1900	21x28	56	190000
1500-1503	H-14	2-8-0	Schen.	1900	22x30	54	200000
1510-1529	H-16	2-8-0	Bald.	1902	21x30	56	200700
1530-1544	H-17	2-8-0	Rogers	1902	22x30	56	200000
1545-1564	H-18	2-8-0	Cooke	1902		56	
1565-1569	H-19	2-8-0	Cooke	1902	22x30	56	191400
1570-1579	H-20	2-8-0	Schen.	1903	22x32	62	202000
1580-1615	H-20	2-8-0	Schen.	1904		62½	200700
1616-1665	H-21	2-8-0	Rogers	1904	22x32		
1666-1715	H-21	2-8-0	Rogers	1905			
1716-1750	H-21	2-8-0	Cooke	1906			
1751-1790	H-21	2-8-0	Rogers	1906			
1800-1886	H-22	2-8-0	Bald.	1906	22x30	57	207000
2000-2034	H-21	2-8-0	Cooke	1907	22x32	62½	200700
2035-2084	H-21	2-8-0	Bald.	1909			
2100	H-20c	2-8-0	Schen.	1904	22x32	62	218940
2425-2454	J-2	2-10-0	Bald.	1918	25x28	52	178200
2455-2482	J-2	2-10-0	Alco	1919			
2483-2499	J-2	2-10-0	Bald.	1918			
2500,2504	J-1	2-10-0	Bald.	1892	21x28	50	200550
2501-2503	J-1	2-10-0	Bald.	1891			
2505	J-1	2-10-0	Bald.	1893			
2509	K-3	4-6-2	Schen.	1911	27x28	79	269000
2510-2512	K-1	4-6-2	Schen.	1905	22½x26	74½	243550
2513-2528	K-1	4-6-2	Rogers	1905			
2529-2553	K-1	4-6-2	Rogers	1906			
2554-2568	K-1	4-6-2	Bald.	1908			
2600-2602	L-1	2-8-8-2	Schen.	1907	25&39x28	51	441660
2700-2709	K-4	4-6-2	Schen.	1913	25x28	69	284000
2710-2733	K-4	4-6-2	Bald.	1914			
2734-2743	K-4	4-6-2	Schen.	1916			
2900-2904	K-2	4-6-2	Lima	1913	27x28	77	299020
2905-2914	K-2a	4-6-2	Schen.	1917	27x28	77	301800
3000-3019	N-1	2-8-2	Bald.	1911	28x32	63	328600
3020-3064	N-1	2-8-2	Schen.	1912			
3065-3079	N-1	2-8-2	Bald.	1912			
3080-3084	N-1	2-8-2	Lima	1913			
3085-3114	N-2	2-8-2	Brooks	1918	27x32	63	320000
4000	R-1	2-10-2	Bald.	1915	31x32	63	407700
4001-4010	R-1	2-10-2	Bald.	1916			
4011-4023	R-1	2-10-2	Schen.	1916			
4024-4028	R-1	2-10-2	Lima	1917			
4029-4038	R-1	2-10-2	Bald.	1916			
4039-4041	R-1	2-10-2	Lima	1917			
4100-4114	R-2	2-10-2	Schen.	1916	31x32	63	404000
4115-4129	R-2	2-10-2	Schen.	1917			
5014	P-1	2-8-8-8-2	Bald.	1914 (6)	36x32	63	853000
5015-5016	P-1	2-8-8-8-2	Bald.	1916	36x32	63	864400

(Erie) New York, Susquehanna & Western

9-10	D-11	4-4-0	Susq.	1896	19x24	68	134800
12-14)		4-4-0	Rogers				
21)	D-25	4-4-0	Rogers	1893	18x24	62	103000
22-23	D-25	4-4-0	Dick.	1894			
28	D-Odd	4-4-0	Rogers	1898	18x24	62	110000
45-46	F-26	2-6-0	Rogers	1893	19x26	54	118195
47-48	F-26	2-6-0	Rogers	1892			
49-51	F-26	2-6-0	Rogers	1893			
52-61	F-27	2-6-0	Rogers	1893	19x26	54	120000
62-63	F-27	2-6-0	Rogers	1895			
64-65	F-27	2-6-0	Rogers	1897			
85-87	F-28	2-6-0	Rogers	1894	19x26	54	127000
88-91	F-28	2-6-0	Rogers	1895			
92	F-28	2-6-0	Bald.	1896			
30	G-8	4-6-0	Susq.	1891	21x26	62	144500
31,38	G-8	4-6-0	Bald.	1896			
32-37	G-8	4-6-0	Rogers	1891			
24	G-Odd	4-6-0	Rogers	1892	19x24	62	122250
101	H-4	2-8-0	Grant	1880	19x24	50	145600
102	H-4	2-8-0	D&F	1880			
103	H-4	2-8-0	Grant	1882			
104	H-4	2-8-0	Susq.	1879			
105	H-4	2-8-0	Susq.	1882			
106	H-4	2-8-0	Susq.	1877			
107	H-4	2-8-0	Grant	1880			
108	H-4	2-8-0	Grant	1878			
109	H-4	2-8-0	Susq.	1881			
110	H-4	2-8-0	Susq.	1882			
111	H-4	2-8-0	Susq.	1883			
112	H-4	2-8-0	Grant	1881			
113	H-4	2-8-0	Rogers	1877			
114	H-4	2-8-0	Susq.	1878			
115	H-4	2-8-0	Grant	1878			
116	H-4	2-8-0	Susq.	1882			
117	H-4	2-8-0	Grant	1878			
118	H-4	2-8-0	Susq.	1884			
119	H-4	2-8-0	Susq.	1883			
120	H-4	2-8-0	Grant	1882			
121	H-4	2-8-0	Susq.	1883			
122-123	H-4	2-8-0	D&F	1882			
124	H-4	2-8-0	Grant	1884			
125-126	H-4	2-8-0	D&F	1877			
127	H-4	2-8-0	D&F	1882			
128	H-4	2-8-0	Susq.	1884			
129	H-4	2-8-0	Grant	1882			
130	H-4	2-8-0	Susq.	1883			
131	H-4	2-8-0	Susq.	1884			
132	H-4	2-8-0	Susq.	1881			
133-134	H-4	2-8-0	Grant	1879			
135	H-4	2-8-0	Susq.	1884			
136	H-4	2-8-0	Susq.	1881			
93-99	H-25	2-8-0	Rogers	1893	20x24	50	130000
140	H-27	2-8-0	Bald.	1908	28x32	63	260100

This roster was supplied by the Railway & Locomotive Historical Society, Inc. Abbreviations of locomotive builders' names: Erie (Erie Railroad), Bald. (Baldwin), Mead. (Erie shops at Meadville, Pa.), Schen. (Schenectady), Pitts. (Pittsburgh), Susq. (Erie shops at Susquehanna, Pa.), Rich. (Richmond), RI (Rhode Island), D&F (Danforth & Cooke), and Dick. (Dickson).

Certain specifications are left blank when they are the same as those of other locos in the same class. Nos. 608-618 were rebuilt between 1913 and 1917. No. 665 was rebuilt in 1914. No. 667 was rebuilt in 1917. Class G-15b locos were equipped with Walschearts valve gear. Omit No. 1604 from Class H-20 because she was rebuilt as No. 2100, Class H-20c. No. 2505 was Alco 50000. No. 5014 was Matt H. Shay.

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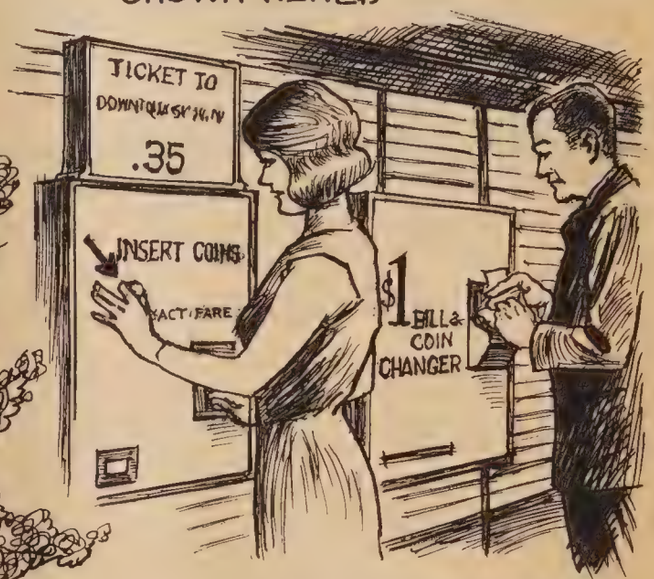
by Joe Easley

NORTHERN PACIFIC TEN-WHEELER NO. 328 (ALCO, 1907) ON DISPLAY AT LOWELL PARK, STILLWATER, MINN., AS SHE LOOKED IN FLOOD LAST APRIL.

STAINED-GLASS WINDOW IN ST. PAUL'S METHODIST CHURCH AT GREEN BAY, WIS., WAS DONATED IN 1902 BY RAILROAD BROTHERHOODS. (PART OF WINDOW IS SHOWN HERE.)



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HANGMAN'S TREE ALSO SERVED AS FREIGHT DEPOT. BACK IN 1880'S, WHEN MURDERERS WERE EXECUTED HERE SEABOARD AIR LINE HAD NO STATION IN THIS PART OF FLORIDA. SHIPMENTS WERE REGULARLY TAGGED, "PUT OFF AT THE BIG MULBERRY TREE." THAT'S HOW TOWN OF MULBERRY GOT ITS NAME. OLD TRACKSIDE TREE IS STILL STANDING.

ANOTHER PICTURE OF THE SAME MULBERRY TREE AS IT LOOKS TODAY.

Switch List

THESE items are published free and in good faith, without guarantee. Keep within 28 words, including your name and address. Use abbreviation such as *tts.* (timetables); *emp. tts.* (employees timetables), and *SSE* (send 5¢ stamped env. for list or details).

Write each item plainly or pen-print or typewrite it on a postcard or separate slip of paper—not buried in a letter dealing with other matters. If you want pen pals, state your special interests so they will know what to write about.

A tight printing schedule compels us to close the *Switch List* long before publication date. As this magazine hits the newsstands our February department is already closed. Entries for our March issue should reach us before December 13th. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

BERNARD ALBERT, 3535 Rochambeau Ave., New York, N.Y. 10467, wants slides of BTC trolley el, PSCT.

C.T. ANDREWS, 4321 S.W. 38th St., West Hollywood, Fla. 33023, sells 4x5, p.c. sixe pix LV, RDG, CNJ, DL&W, D&H, NYC, and Pa. shortlines.

W.H. APPLEGATE, 4040 Mary St., Omaha, Neb. 68112, buys tts., annual passes. Off. Guides.

BRYANT BARBOUR, 418 Whitney Ave., Hamilton, Ont., Canada, trades train orders and emp. tts., U.S., Canadian rrs.

P. BELTRAM, 673 E. Grant St., Watseka, Ill., sells orig. '89 waybills of OI&W, LE&W. CCC&SL, TP&W, C&EI, good cond. Also one 9/09 issue RR. Telegrapher. (SSE)

LLOYD BERGER, Beltrami, Minn. 56517, buys any size steam negs., esp. color of SOO, WC, DSS&A, D&NE.

C. A. BIRD, 2003 Bordner Pl., St. Paul, Minn. 55116, sells train orders, emp. tts., dispatchers' sheets, other railroadiana. (SSE)

OLIVA BLANCHETTE, 853 Fauchet, Drummondsville, Que., Canada, wants pix and info. on CPR steam locos of 8000 series.

H.H. BLANEY, Rte. 1, East Liverpool, O., wants phonograph records of 'The C&O Road," "The FFV," "Billy Richardson's Last Ride," etc.

AL BUERGERMEISTER, 2820 N. 83rd St., Milwaukee, Wis. 53222, wants CERA Bulls. on Wisc. elec. lines and TMER&L.

AL BYER, 1022 Montrose Dr., South Charleston, W. Va. 25303, wants pix Manns Drk. RR. at Clifton, W. Va. (What does "Drk." mean?)

RAY CAESAR, 1880 5th St., Muskegon, Mich., sells pix Midwest rrs.

BILL CARRUTHERS, 58 Princeway Dr., Scarborough, Ont., Canada, sells, trades steam negs. U.S. and Canada, sizes 620, 616. (SSE, state wants.)

AL COLEMAN, Box 123, Bethpage. N.Y., sells 10 photo postcards of NYCTA wreck of 5/54. (What price, Al?)

LU CUMMINGS, Jr., 129 Nevin St., Lancaster, Pa. 17606, seeks info. on John Brimmer, formerly purchasing agent for Conestoga Traction.

WM. DAVIS, 2-51 Valderas Dr., Glendale, Calif. wants history of Nevada Cen. combine No. 1.

WALLY DAY, RFD 3, Plattsburgh, N.Y. 12901, wants D&H tts.. emp. tts., etc.

RAY DESCHENES, 903 Mohawk Rd. E., Hamilton, Ont., Canada, sells 3½x5 to 11x14 steam pix CN, CP. List 25¢. Buys, sells CN, CP, TH&B steam negs.

FRANK DIFALCO, 5 W. 63rd St., New York, N.Y. 10023, buys, sells, or trades for L&NE diesel negs. of NYO&W, RUT, Mexico.

TOM DORSEY, 5437 Remmell Ave., Baltimore, Md. 21206 will trade BTC duplicate slides for those of Birmingham, Cincinnati, K.C., Ft. Worth, Louisville, Mexico City, Montreal, San Diego, and Tampico PCC's.

TERRY DURKIN, 1521 W. Hotel Circle, San Diego, Calif. 92110, trades or sells switch keys, other railroadiana.

ROBT. FARRICY, 1017 Westmoreland Ave., Syracuse, N.Y. 13210, wants info. on Erie Lake Shore RR. and its Howe truss bridge.

W. L. GEORGE, 417 Harris, Sikeston, Mo. 63801, wants pix of trains of Frisco locos, esp. River Div.

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BOB GREENAWALT, 3643 N. Rosemead Blvd., Rosemead, Calif. 91770, trades rr. stock certificates. (SSE)

BRYAN GRIEBENOW, 11320 Bayla St., Norwalk, Calif., wants any size diesel negs. Western logging, shortline rrs., SP, UP, WP.

HAROLD HARDING, formerly of Ceres, Calif., please contact H. I. Humphrey, 38 Forest Hills, Blvd., Binghamton, N.Y. 13905.

KARL HENKELS. 1628 N. Oakley Ave., Chicago, Ill. 60647, sells or trades on approval orig. 35mm Kodachrome slides diesels and cabooses in his area. No list.

M.E. JACK, 2650 Cardinal Lane, San Jose, Calif. 95125, sells back issues International Ry. Journal. (SSE)

C.W. JERNSTROM, 822 Pelham Dr., Fort Wayne, Ind. 46805, sells size 620 or larger steam pix, U.S., Canada, Mexico. Specify wants for list.

ARNOLD JOSEPH, 2512 Tratman Ave., New York, N.Y. 10461, sells back issues Railroad Magazine, Trains, Mdl. RRer, RMC, etc. (SSE) Buys collections of such mags., good cond.

FRANK KALAHAR, 6115 N. Vancouver Ave., Portland, Ore. 97217, sells Off. Guides, rr. books, rr. calendars, tts., emp. tts., 2 lanterns. List free.

JOHN KEMPER, 339 Capen Blvd., Buffalo, N.Y. 14226, wants plans or pix WW II troop sleeper and kitchen cars.

DON KINNAMAN, 3839 W. Camelback Rd., Phoenix, Ariz. 85019. will sell orig. 1850 steam coach plans.

C.D. KNIGHT, Box 304, Urbana, Ill., wants slides of steam locos being scrapped; also conductors' uniform caps.

PAUL McDONALD, 3612 Clearview, Cedar Falls, Iowa 50613, sells b&w and color pix UP diesels, 8444. Buys emp. tts. old Off Guides, UP diesel negs. List free.

BOB McVAY, Box 625, King City, Calif. 93930, buys copies of Interurbans, ERA Headlights, CERA Bulls., Railroad Magazine, Trains. Sells 35mm Kodachrome dupl. slides Western steam and juice. List, sample 25¢.

ART MILLION, 1205 Oakes, Grand Haven, Mich. 49417, will sell Lima bldrs. plate 7835 from PM 2-8-4 1221, built 1941. (SSE)

ED MORAN, 3300 Netherland Ave., New York, N.Y. will sell Railroad Magazine '40-'47, Mdl. Ry. News '35-'52, "Story of Royal Scot," '33, etc. (SSE)

CARL MUNCK, Box 99, CMR 1, APO, Seattle, Wash. 98737, sells many size steam and diesel pix D&H, NYC, PRR, B&O, etc. List 25¢.

DAVE NESTLE, RD 2, Ray Rd., Greenwich, N.Y. 12834, sells wide variety of railroadiana. List 10¢.

TONY ORGANEK, 65 Shrewsbury Ave., Oceanport, N.J. 07757, trades pix and orig. Kodachrome slides for pix of CNJ, PRR, RDG.

AL OXLEY, 2214 Royce Ave., Kalamazoo, Mich. 49001, will sell 78 issues RMC 10/57-6/65, 10 issues Midwest Railroader 36-45. (SSE)

MARKE PAISE, 10987 80th Ave., N. Delta North Surrey, B.C., Canada, sells b&w and color prints steam, diesel, elec., BCER, CP, CN, navy and merchant ships, liners, will also do research.

ART PICKLES, 710 Ridgeside Dr., Monrovia, Calif. 91016, buys, sells, or trades switchman's lanterns, switch keys and locks, tts., etc. (Separate lists, SSE)

GAYLORD PLUMMER, 1002 E. Main St., Cherryvale, Kan. 67335, sells railroadiana. (SSE)

LOUIS POLINIAK, 1017 N. Washington St., Shamokin, Pa. 17872, sells Phila. & Rdg., DL&W express waybills, '81-'84, frt. waybills Eastern rrs., same years.

WALT REDMAN, 17667 Pierson Ave., Detroit, Mich. 48219, wants pen pals interested in railroading. (Which phases of railroading, Walt? Please be more specific.)

FRED RIEDER, 98 Friendly Court, Babylon, N.Y. 11703, wants brief history of Plymouth Loco. Works.

JOHN ROBERTSON, 808 E. Monroe St., Mexico, Mo. 65265 will buy photos, negs., plans, railroadiana of Wabash and Alton rrs., steam only.

DENNIS SCHMIDT, 714 W. Lexington, Elkhart, Ind., sells 3½x5 diesel pix. many rrs. List 5¢.

BEN SMITH, Box 34, Brooklyn, N.Y. 11213, sells Lionel, AF, and Maerklin catalogs '29-'62, back issues Railroad Magazine, RMC, Mdl. RRer, Mdl. Bldr., Trains. (SSE)

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Wilbur T. Golson, 5645 Washington Ave., Baton Rouge, La. 70806

Steam Locomotive is movie star: Reader Railroad No. 1702, built by Baldwin in 1942. The road's name temporarily was changed on the tender and caboose to "L&N Railroad." Conductor M. H. Duke (shown above) of the Louisville & Nashville's Mobile District heads the crew picked to run the train under steam at Bay St. Louis, Miss., for the production of a photoplay entitled "This Property Is Condemned."

KEVIN SMITH, (age 7), 252 Corcyra Rd., Sunbury, Pa. wants rr. picture postcards.

ELMER STEUERNAGEL, 515 Miranda Rd., Pittsburgh, Pa. 15234, buys, trades for PRR bldrs. plates, keystones, T&P diamonds, SOU PS4 and Ts-1 plates.

JIM STITZEL, 521 E. Laurel, Fort Collins, Colo. 80521, will sell Trains '40-'49, Railroad '34-'48, only complete sets, also rr. books, etc. (SSE)

WARREN STOWMAN, 2102 Eastburn Ave., Philadelphia, Pa. 19138, will buy or trade for pix of Pa., Poughkeepsie & Eastern 2-6-0's 9-12 also Phila. & Rdg. 1208-1211, 1454-1457.

WM. SUTER, 5211 Yale Ave., Westminster, Calif. 92683, wants to know if and when SP, UP, PFE, Santa Fe reefers were painted yellow?

E.L. TOMBERLIN, 68 Oakes Blvd., San Leandro, Calif., has English b&w sizes 616 and 35mm bus negs., some color slides, for sale or will trade for trolley negs.

GEO. TRAGER, 16806 Glenburn Ave., Torrance, Calif. 90504, asks if Pullman Co. ever built chair and dining cars, and how many sleepers are left on Pullman roster.

SAM TYNDALL, Box 13, Antlers, Okla. 74523, wants info. on Prescott & NW and Memphis, Dallas & Gulf.

MIKE VARNEY, 1318 E. 2nd St., North Platte, Neb. 69101, buys negs., size 616, 120, CNW steam. diesels.

JOE WEBBER, 9928 Tristan Dr., Downey, Calif. 90240, will sell set of Railroad Magazine 4/32 to date, Trains complete to date.

BOB WEBSTER, 134 Fort Ave., North Kamloops, B.C., Canada, wants pix BCER equip., esp. 4 locos sold to BCER in '47.

TED WURM, 122 Monte Vista Ave., Oakland, Calif. 94611, sells out-of-print rr. books in mint cond., other railroadiana. Free list.

MARTIN ZAK, 2 Hedgerow Dr., Morrisville, Pa. 19067, buys orig. color slides, negs., bldrs. plates of PRR K4s, M1, T1.

DEREK BOLES, 4853 Westhill Ave., Montreal 29, Que., Canada. buys old tts., train orders, trolley transfers.

DAVE BRAUN. 5290 Minerva Ave., Sacramento, Calif. 95819, sells pix, neg., scal drawings, all Western subjects. Buys or trades for negs. of Western steam or traction. List, 5¢ stamp.

KEN DAGGETT, 169 West Hill Rd., Gardiner, Maine, prints, sells, trades pc size pix of stations of Maine Cent., B&A, other Maine rrs. List, 5¢

PFC LARRY EASTWOOD, your entry got mislaid. Sorry. Write again.

JAY FELDMAN, 1757 W. North Shore, Chicago, Ill. 60626, wants Erie and E-L tts., emp. tts., train orders, pix, hardware, other railroadiana.

BOB FITZGERALD (PRR station usher), 603 Woodland Dr. Havertown, Pa. 19083, wants photos of passgr. condrs, and brakeman in uniform, esp. Pennsy, LS&MS, D&H; also caps, badges.

MIKE GALPERN 3152 Brighton 6th St., Brooklyn, N.Y. 11235, will sell 2 bound vols. Railway Machinery (1855), by D.K. Clark. Best bid gets bonus.

JACK HAMMOND, 1710 10th St., Sacramento 95814, will sell 30-yr. collection steam and elec. items, incl. negs., books, blueprints, etc.; state wants. Answers all mail.

WALT HARRIS 1668 Brandon Ave., S.W., Roanoke, Va. 24015, sells back issue Railroad Magazine, Trains, empt. tts., books, U.S. and British mags. List 10¢.

PETER HOLLINSHEAD, 319 Spring Valley Rd., Springfield, Pa., wants pix, info. etc., on Mack railbuses and NH lightweight trains.

LEONARD HUTTON, 1770 Townley St., Victoria, B.C., Canada, will buy 2 ft.-gage rail trucks; has 8-ton steam loco of that gage.

STAN McCARTHY, 425 Boonville. Springfield, Mo., sells rr. books, slides, negs., tts., etc. (SSE)

JERRY MARLETTE, 1677 Lincoln Rd., Indianapolis, Ind. 46224, will sell Poor's and Moody's Manuals, Railroad (steam) and Pub. Utilities (traction), 1898-1948,, or trade for Off. Airline Guides, 1929-'39. List 5¢ stamp.

BILL MYERS, 151 N. 2nd St., Harrisburg, Pa., will buy or trade orig. slides of PCC's; esp. wants Louisville, Detroit, Brooklyn trolleys. Answers all mail.

W.R. OSBORNE, 1019 S.E. 12th Ave., Deerfield Beach Fla. 33441, sells pc size steam pix Alton, B&M, C&NW, Milw., N&W, Wabash, etc. (SSE)

TED SCHNEIDER, 8947 Walker St., Fairfax, Va. 22030, wants pix and info. on PRR L-1s 546, also PRR emp. tts. prior to 1956; will swap for Sou. emp. tts.

A.F. VON BLON, Box 6422, BU Station, Waco, Texas, wants info, on st. ry. or interurban lines that used to run in or near Muskogee, Okla.

JOE SMITH, 304 Picker Ave., Wood River, Ill., will sell Shortline R'rer mags., 34 issues, 1954-'59; Steam Loco. & RR. Tradition mags, Nos. 1-8. Make offer for collection.

DAVE WATTS, 4 Oak Ave., Wakefield, Mass., wants Ry. Age 2/4/28, 12/29/34, 8/17/35 and Ry. Mech. Engr. 3/28, 9/28, 10/35.

Model Trading Post

J. DUNCAN, 76-15 35 Ave., Jackson Heights, N.Y., wants pre-'30 trains. (Which makes?)

GEO. MELVIN, 4 Gardiner St., Richmond, Maine. will sell Lionel HO dual power pack 0104.

AL MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, wants AF S-gage Frontiersmen sets and back issues Railroad Magazine.

BEN SMITH, Box 34, Brooklyn, N.Y. 11213, sells Lionel 072 tubular curved trk., locos, cars, etc. No list. (SSE)

BILL STEVENSON, Box 31, Kennan, Wis. 54537, trades CERA Bulls., pix, recordings, Railroad Magazine, RMC Trains, railroading for ½" scale kits, cars, parts. (SSE)

JIM TANDY, Box 35, Carrollton, Ky. 41008, wants Lionel electronic control frt. cars. Will sell 6464 boxcars, 98 coal tower.

JACK WINDT, 1939 Golf St., Sarasota, Fla. 33577, wants std.-gage trains. (What kinds, Jack?)

Bulletin Board

Shown on our front cover is James Greenwood, Germania, Pa., now braking on the Galeton-Addison run, says David R. Connor, who made the colored slide used on this cover. Dave was born in Brooklyn, N.Y., in 1922. Two of his great-grandfathers, emigrating from Ireland, helped to build the Erie. Dave is a salesman for mutual funds. Hobby: making colored slides, mostly railroad subjects. Has made some 2500 slides.

All of our subscriptions are handled by the *Railroad Magazine* Subscription Department, Portland Place, Boulder, Colo. 80314. Send new subscriptions, renewals, and correspondence about subscriptions to that address. Don't send them to New York. If you do, there will be a delay of several days, maybe more than a week. One year's subscription costs $5 in U.S., $6 elsewhere. Two years in U.S. only $9; elsewhere $11.

Letters for our editors should go to 205 East 42nd Street, New York, N.Y.

Transit Topics fans can save time by writing directly to Steve Maguire at his home, P.O. Box 51, Belmar, N.J. Steve lives on the Jersey coast and drops in to see us only about once a month. All of the mail we get for him is either forwarded to Belmar or else held until he calls.

Pen Pals Wanted

Sharon L. Carlisle (age 18), 6725 Center Rd., Ashtabula, Ohio.
Patricia Ann Ecklund (age 19), Southern Methodist College, P.O. Box 489, Orangeburg, S. C.
Dee Sand (age 14), 260 Richardson, New Brighton, Minn.
Rachel Carpenter (age 14), Rte. 4, St. Clairsville, Ohio.
Mrs. Betty Day, Setters Roads, Union, Ky.
Mrs. Ethel Kehn, RD 1, Box 55, South Fork, Pa.
Mrs. Margaret Fenner (age 55), P.O. Box 7103, Court House Station, Asheville, N. C.
Linda Strickland (age 21), 402 Gunter Bldg., Shelbyville, Tenn.
Rosemarie Sutch (age 15), 416 King Street, Medford, Ore.
Leta Norris (age 15), 2215 Roberts Road, Medford, Ore.

"The Burlington's 5632 was gold-plated in May, 1964, for the 100th anniversary of the Chicago-Aurora main line," writes William Raia, 3319 N. Wolcott Street, Chicago, Ill. 60657. "I took this photograph from Chicago's 12th Street bridge. The engine was so dazzling in the afternoon sun that she was hard to look at."

Lucius Beebe (right) with Charles Clegg and T-Bone Towser.

Books of the Rails

THE TRAINS WE RODE, Vol. 1, by Lucius Beebe and Charles Clegg, 465 pages, 8½x11″, 801 illustrations (6 in full color, 5 new paintings by Howard Fogg), Howell-North Books, 1050 Parker St., Berkeley, Calif. 94710, $15.

This volume weighs four pounds. It is the largest and most substantial book ever assembled by Beebe alone or in collaboration with Clegg. *The Trains We Rode* is also the first two-volume work in their multitudinous output of quality literature, virtually all of which deals with railroading or the Old West or both. The appearance of Volume II a few months hence will complete what the authors grandly call "the entire panorama of overland travel in the railroad age."

When the late Stewart Holbrook finished writing *The Story of American Railroads,* which quickly became a best-seller, he told us, "This is my last railroad book." But no reviewer would be so rash as to say that any new Beebe or Beebe-Clegg opus is "the railroad picture-book to end all railroad picture-books." It does seem that each succeeding giant-size railbook which leans heavily on illustrations, no matter who puts it out, has just about scraped the bottom of the barrel pictorially; and maybe it has, for the moment. Then along comes a *haut viveur*—Lucius Beebe, for example, backed by Chuck Clegg's picture sense—with a new bag of tricks and a hatful of rabbits, and we are treated to the splendor of a fresh binding of slick text pages, choice photographs, and old prints, none of which has been included in a previous Beebe creation.

The Trains We Rode is based on the thesis that "In the golden age of railroad travel the steamcars were an extension of the amenities of de luxe hotel living." Volume 1 deals mostly with long-ago scenes on the Alton, the Santa Fe, the Baltimore & Ohio, the Burlington, the Erie, the Florida East Coast, Jim Hill's empire, the Illinois Central, the Kansas City Southern, the Louisiana & Arkansas, the Cotton Belt, the Lehigh Valley, the Lackawanna, the Katy, the New Haven, and the Vanderbilt road; and there are more than a few good pictures from each.

"Special emphasis is laid on the field of long distance travel," says Beebe, "where luxury equipment was taken for granted." Also included are many human-interest shots, country depots, and "the great railroad terminals of the land, the true cathedrals of the American spirit."

All in all, a magnificent collection of nostalgic views, buttressed by descriptive material in "purple prose" that only a Beebe could write. A delight to the eye, an intellectual joy. Nothing is missing, it seems, except pictures of railroad men really working hard. Personalities shown in *The Trains We Rode* are, for the most part, posing like gentlemen—far from the sweating gandy dancers with aching backs and the screeching din of locomotive shops.

But the two authors are interested in some working railroaders. Beebe tells us: "I think you will find in *The Trains We Rode* a greater density of train crews, news butchers, station agents, dining-car stewards, gatemen, and porters than in any other popular book in the field. I refer you to such superb portraits (previously unpublished in book form) as those of the oldtime B&O conductor in a frock coat and two others, each occupying an entire page. There must be several score such likenesses in our new book, not even including the more conventional engineers and firemen.

"Our lack of interest in backshop crews, road maintenance workers, and the like is suggested by our entire approach to railroading, which in recent years has been in terms of reader appeal and which almost automatically suggests passenger operations and the functionaries whom passengers would normally come in contact with. The potential book-buyer who, in his mind's eye, wants to ride the cars, cares little or nothing for freight operations or track maintenance.

"Only passenger service intrigues us, and we say so explictly, because passenger trains entered into the legend, folklore, and social history of the communities they served. Freight carries the merchandise and largely pays the bills, but it lacks reader association and human interest."

GREAT RAILWAY JOURNEYS OF THE WORLD, by K. Westcott Jones, 5¼x8½″, 192 pages illustrated with 43 photos, indexed, Stephen Greene Press, Brattleboro, Vt., $5.95.

Jones loves travel. As an international travel expert he averages 70,000 miles of touring a year, some of it by train. This volume tells of 17 adventurous rail journeys he has made in various parts of the world, in addition to the story of the *Trans-Siberian Express* which runs between Moscow and the Pacific, a train he has seen but never ridden.

The book has something in common with Freeman Hubbard's *Great Trains of All Time,* which Grosset & Dunlap published in 1962, and may even have been inspired by it. But Jones is no copy-cat. His choice of material and the way he handles it reflect his own interesting personality and polished style. The illustrations, too, are different. *Great Journeys* uses black and white photos inside plus two beautiful color-shots on the book-jacket. *Great Trains* has no camera studies; its pictures are mostly full-color paintings.

Furthermore, *Great Journeys* has a wider geographical scope, being concerned mostly with overseas. Its only North American railways are the CP, the UP, and the SP. By contrast, *Great Trains* is devoted largely to the United States and Canada, with a few colorful foreign expresses, and gives considerably more space to steam power than we find in *Great Journeys.* Only three trains are described in *both* books: the *Canadian,* the *Orient Express,* and the *Trans-Siberian, and* Jones's write-up of the *Canadian* is more thorough than Hubbard's. Finally, *Great Journeys* is indexed; *Great Trains* is not. But each book rates space in a railroad library.

Jones strikes an optimistic note on passenger service. "Even in the United

States," he writes, "the train is staging a comeback since striking bottom in popularity during the years 1958 and 1959. On the continent of Europe (in 1964) fully 90 percent of all passenger journeys are still made by train, while in India the figure is higher again."

Although we have reservations about the "comeback" he mentions, we recommend *Great Journeys* whole-heartedly. We favor anything that encourages train-riding.

IN PURSUIT OF THE GENERAL: *A History of the Civil War Railroad Raid*, by William Pittenger, 416 pages, 5½x8½", illustrated, Golden West Books, P.O. Box 8136, San Marino, Calif. 91108, $6.95.

No Civil War documentary in book form is more adventurous, more exciting, more personalized, or more authentic than this classic. Originally entitled *Daring and Suffering*, it was written by one of the Andrews raiders shortly after his release as a prisoner of war in 1863, giving intimate details of the raid and its aftermath, and is now reprinted with a new title about a century later by a publishing house which specializes in railroad lore.

Besides the lengthy original text matter and the original illustrations, of which there are many, the new edition includes a modern foreword by Col. James G. Bogle of Atlanta and reproductions of four dramatic raid scenes painted by Wilbur G. Kurtz, son-in-law of the late Confederate Captain Fuller who led the pursuers of the *General* in 1862.

An example of Pittenger's style is this account of his leader's fate: "On a warm afternoon when the prisoners were in the yard, resting in the shadow of the jail . . . an unknown officer entered the gate and went quickly up to Andrews; without a word he handed him a paper contained in a large envelope, and turning away walked rapidly out of the yard. Andrews broke the seal and glanced at it, turning pale as marble. It was his *death warrant!*"

Seven other raiders also were executed; and the rest of the party, including Pittenger, endured hunger, filth, and torment in Southern prisons. The whole story is here, vivid, unforgetable, and the illustrations make it even more real.

SUDAN TRANSPORT: *A History of Railway, Marine and River Services in the Republic of Sudan*, by Richard Hill, 188 pages, 5½x8½", illustrated with photos, old prints, and maps; bibliography, indexed, Oxford University Press, 417 Fifth Ave., New York, N.Y. 10016, $6.75.

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tem. The author had first-hand experience with its operation, being a former Sudan railwayman himself. In lucid English he traces the history of steamship navigation on the Nile and the building and operation of railways, beginning with a tiny military line at Wadi Halfa, through steam operation and finally diesel traction.

Of particular interest is his comment on the performance of ten Beyer-Garratt articulated steam locomotives (4-6-4 + 4-6-4) that the Sudanese acquired in 1937-'38 to haul cotton trains. "The Garratts suffered from insufficient adhesion," Hill writes, "and the boiler capacity was inadequate for our heavy uphill duties, while on easier desert sections very high maintenance costs resulted from twice the number of working parts required by the double engine design. Each unit running by turn as rear engine operated in a cloud of sand thrown up by the leading engine and suffered about three times the normal rate of wear for a locomotive of conventional design." In 1949 the Sudan Railways sold their ten Garratts and used the money to buy 2-8-2's.

THE ECONOMICS OF REGULATION: *Theory and Practice in the Transportation and Public Utility Industries*, by Charles E. Phillips, Jr., 783 pages, 6x9", with maps, diagrams, and tabulations, and three indexes, Richard D. Irwin, Inc., Homewood, Ill., $13.35.

We have heard much arguing over the ICC's cost allocation methods with regard to passenger service—methods which help to determine whether or not a given passenger train shall be abandoned. "Under the current ICC methods of separating railroad freight and passenger expenses," Phillips writes, "all railroad expenses are divided into: (1) those solely related to freight service, (2) those solely related to passenger and allied services, (3) those common to both freight service and passenger and allied services, and (4) those related to neither freight nor passenger service—that is, the costs of non-transport activities. It is the third category that raises substantial difficulties."

This basis fails to provide a uniform treatment of costs, because various railroads treat accounts differently. Furthermore, "some railroad men maintain that a gross ton-mile of passenger service adds twice as much to maintenance costs as a gross ton-mile of freight service, whereas other railroad men maintain that at current levels of freight traffic, a gross ton-mile requires no significant additional maintenance expenditures."

Consider also the ICC's failure to "distinguish between variable and fixed passenger costs" and "the fact that the ICC has never required a cost separation of passenger service (parlor and sleeping car, coach, commutation, dining car services) and allied services (baggage, express, mail, milk)."

With so many factors involved, the cost of maintaining passenger service is no open-and-shut case. Serious students of railroad economics will find a lot of meat in Phillips' book. The author admits, however, that he raises more questions than he answers.

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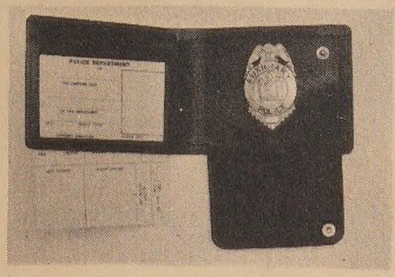

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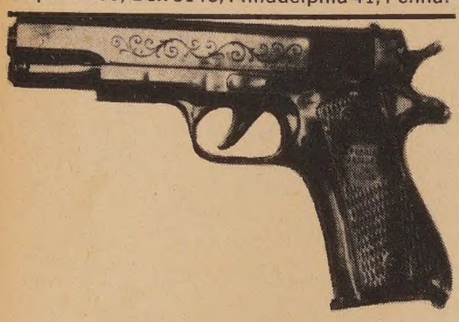

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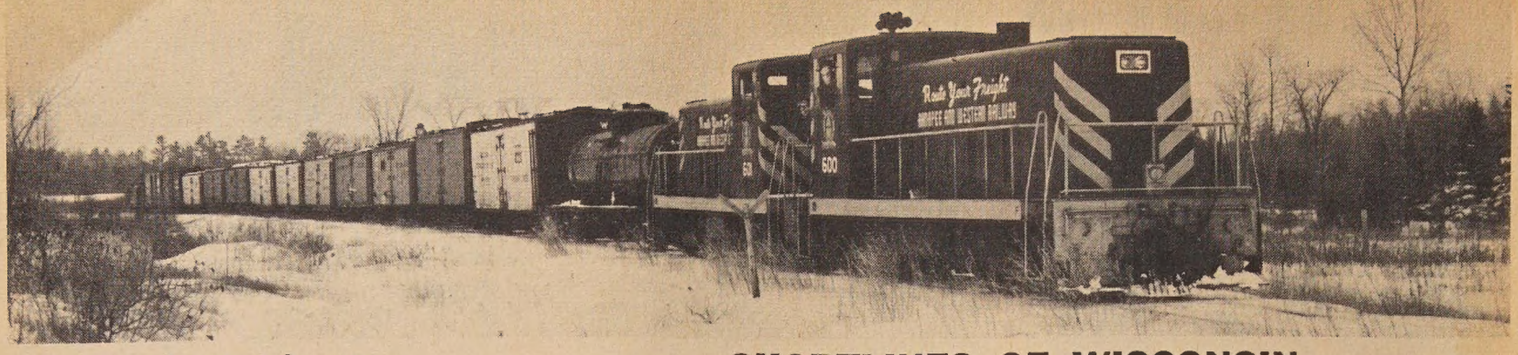

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Locomotive roster compiled by Sy Reich

Ahnapee & Western Railway

Road Nos.	HP	Builder	Bldr's Model	Wheel Arngt.	Tract. Effort	Weight	Year Built	Notes
600-601	600	GE	70-ton	B-B	41,300	137,600	1952	

Green Bay & Western Railroad

101	660	Alco	HH 660	B-B	?	?	1938	1
102	660	Alco-GE	S1	B-B	59,700	205,000	1949	
301-304	1500	Alco-GE	RS-2	B-B	62,000	247,300	1950	
305-306	1600	Alco-GE	RS-3	B-B	61,950	247,800	1951	
307-308	1600	Alco	RS-3	B-B	61,575	246,300	1955	
310	2400	Alco Pr.	RS-27	B-B	64,025	246,300	1960	
311-313	2400	Alco Pr.	DL-640A	B-B	64,250	259,500	1963-5	
506-507	1500	Alco-GE	FA-1	B-B	58,500	232,500	1947,9	2

Hillsboro & North Eastern Railway

Owns two units, the specifications of which are unknown to us.

Kewaunee, Green Bay & Western Railroad

103	660	Alco-GE	S1	B-B	59,850	200,860	1941	
201	1000	Alco-GE	S2	B-B	69,000	230,000	1948	
309	1800	Alco Pr.	RS-11	B-B	61,400	249,800	1956	3
501-503	1500	Alco-GE	FA-1	B-B	58,000	232,500	1947	2
503 (2nd)	1600	Alco-GE	FA-2	B-B	58,000	232,500	1949	

Lake Superior Terminal & Transfer Railway

100-102	1000	GM-EMD	NW2	B-B	?	?	1948	
103-104	1000	GM-EMD	NW2	B-B	?	?	1949	
105	1200	GM-EMD	SW1200	B-B	?	?	1957	

Laona & Northern Railway

Owns two units, the specifications of which are unknown to us.

Marinette, Tomahawk & Western Railroad

?	900	GM-EMC	NC	B-B	?	?	1937	5
90	900	GM-EMC	NW1	B-B	?	?	1938	4

Wisconsin Roster Notes

Roster based on data from the A&WP's president, the GB&W's Mechanical Department superintendent, and the locomotive builders. Accurate as of the second quarter, 1965. For the purpose of our rosters a shortline is defined as any common carrier railroad listed in either the Official Guide or the Pocket List of Railroad Officials, or both, which has a route mileage less than 400.

Locomotive builders: Alco, American Locomotive Co.; Alco-GE, American Locomotive Co.-General Electric; Alco Pr., Alco Products; GM-EMD, General Motors, Electro Motive Corp.

(1) GB&W 101 sold to United Electric Coal Co., renumbered 1.

(2) GB&W 506 ex KGB&W 503 (1st). Nos. 506-507 scrapped.

(3) KGB&W 309 upgraded to 2000 hp.

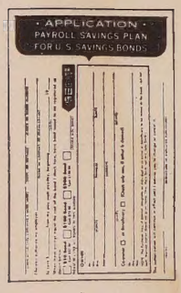
(4) MT&W 90 was originally Minneapolis & St. Louis D538, then Chicago & North Western 90.

(5) MT&W ? may be 403, probably ex Elgin, Joliet & Eastern 403 (1st). ●

Statement of Ownership

Statement of ownership, management and circulation (Act of Oct. 23, 1962; section 4369, title 39, United States Code). (1) Date of filing Oct. 1, 1965. (2) Title of publication, Railroad Magazine. (3) Frequency of issue, monthly. (4) Location of known office of publication, 205 E. 42nd Street, New York, New York 10017. (5) Location of headquarters or general business offices of publishers, same. (6) Names and addresses of publisher, editor, and managing editor; Publisher, Popular Publications, Inc., 205 E. 42nd Street, New York, New York; editor, Freeman Hubbard, same address; managing editor, none. (7) Owner, Popular Publications, Inc., same address; Henry Steeger, same address; Shirley M. Steeger, same address. (8) Known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages or other securities, none. (9) Paragraphs 7 and 8 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner. Names and addresses of individuals who are stockholders of a corporation which itself is a stockholder or holder of bonds, mortgages, or other securities of the publishing corporation have been included in paragraphs 7 and 8 when the interests of such individuals are equivalent to 1 percent or more of the total amount of the stock or securities of the publishing corporation. (10) Average no. copies each issue during preceding 12 months: (A) Total no. copies printed, 50,394; (B) Paid circulation: Sales through dealers and carriers, street vendors, and counter sales, 22,397; Mail subscriptions, 4,016; (C) Total paid circulation, 26,413. (D) Free distribution by mail, carrier, or other means, 375. (E) Total distribution, 26,788. (F) Office use, left-over, unaccounted, spoiled after printing, 23,606. (G) Total, 50,394. Single issue nearest to filing date: A. Total no. copies printed, 50,640. Paid circulation: Sales through dealers and carriers, street vendors, and counter sales, 22,300. Mail subscriptions, 4,125. Total paid circulation, 26,425. Free distribution by mail, carrier, or other means, 375. Total distribution, 26,800. Office use, left-over, unaccounted, spoiled after printing, 23,840. Total, 50,640. Signed, certified, correct, and complete, John J. McVarish, Business Manager. ●

Star-spangled money saver



Used properly, this red, white and blue writing "tool" can take care of your money-saving problems in a single stroke.

You just grasp it firmly and put your John Hancock on an application for the Payroll Savings Plan where you work. (Note small picture.)

This authorizes your employer to make your savings automatic. He sets aside a small amount from your check each payday toward the purchase of United States Savings Bonds.

The amount can be any size. The important thing is it's saved regularly.

Don't worry if you have to use an ordinary pen instead of a star-spangled one. You'll get a nice star-spangled feeling to make up for it.

Quick facts about Series E Savings Bonds

- ✓ You get back $4 for every $3 at maturity
- ✓ You can get your money when you need it
- ✓ You pay no state or local income tax on the interest and can defer federal tax until you cash the Bond.
- ✓ Your Bonds are replaced free if lost, destroyed or stolen

Buy E Bonds for growth—H Bonds for current income

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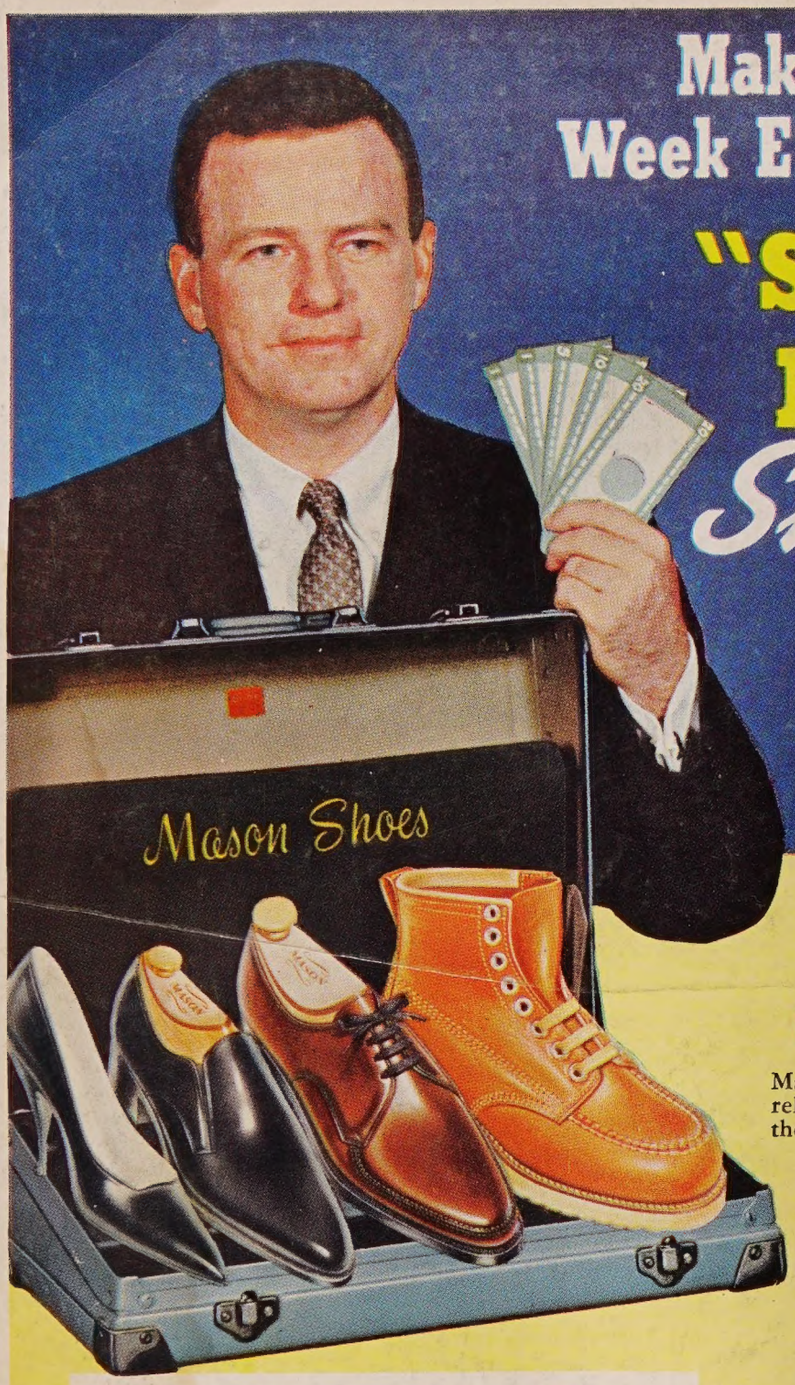

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